MICROFILM

START OF ROLL

ROLL NO.

164

Construction Contracts

7869

FORD
MERCURY
LINCOLN

PHILLIPS-LONG FORD SALES, Inc.

2300 Main St.
BAKER, OREGON 97814
Telephone 503-523-3625

March 18, 1974

Safeco Insurance Co. of America
1500 S.W. First Ave.
Portland, Oregon 97201

Re: State Highway Division Contract No. 7869
Pine Creek Bridge Section
Baker Redi-Mix, Inc.
Jerry Maxwell

Gentlemen:

The above Jerry Maxwell worked on the above contract in March, April and May of 1973. During this time, he had us do repair work on his vehicles in the amount of $880.84.

Subsequently, Mr. Maxwell skipped without paying his bill.

We have contacted the State Highway Division who has filed our claim for $880.84 with the Secretary of State. They advise us that we have a cause of action against the Surety, and suggested that we contact you direct, asking for settlement of this claim.

Therefore, we are hereby making claim against you in the amount of $880.84, for goods and services (Labor and Materials) provided Mr. Maxwell while he was working on the above job.

Please let us hear from you regarding this matter.

Very truly yours,

Phillips-Long Ford Sales, Inc.

P.T. Fortner, Jr.
Office Mgr.

PF/f
Photo Copy: Oregon State Highway Division ✓

NOTED
C. W. HEAD

RECEIVED
MAR 20 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

7869

December 10, 1973

Phillips-Long Ford Sales, Inc.
2300 Main Street
Baker, Oregon 97814

Attention: Mr. Phil Fortner, Office Manager

Gentlemen:

This is to acknowledge receipt of your letter of November 30, 1973, concerning your claim for repair work in the amount of $880.24 against Jerry Maxwell in connection with State Highway Contract No. 7869.

Our records indicate that your claim was filed with the Secretary of State on August 30, 1973, and was assigned his File No. 4822. This filing will protect your claim under the bond. The contract was completed August 10, 1973, and was accepted by the Commission on September 20, 1973.

You indicated in your letter that you have heard nothing from anyone concerning your claim and have been unable to locate Mr. Maxwell. Under the statutory provisions, you now have a cause of action against the contractor's surety for the amount of your claim if the action is commenced no later than two years after the acceptance date of the contract.

Attached is a copy of Excerpts from Oregon Revised Statutes Relating to Public Contracts. Action of Claimant on Contractor's Bond is outlined under ORS 279.528 on page 3 of the Excerpts.

We did receive a letter from Baker Redi-Mix, Inc. stating that Jerry Maxwell had no subcontract with them. I believe that you received a copy of this letter. We are forwarding a copy of your recent letter to the surety. It is possible you may wish to contact the surety to resolve this matter.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

CWH:td
cc Safeco Insurance Co. of America
Attachment

FORD
MERCURY
LINCOLN

PHILLIPS-LONG FORD SALES, Inc.

2300 Main St.
BAKER, OREGON 97814
Telephone 503-523-3625

November 30, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Att: C. W. Head, Manager Administrative Services

Re: Baker Redi-Mix, Inc. Contract Number 7869--our claim for repairs against Jerry Maxwell for $880.24

Gentlemen:

In reviewing our correspondence with you relative to our claim against Jerry Maxwell, we note that your letter to us of August 28, 1973 stated that you were advising the surety of our claim and were also forwarding the claim to the Secretary of State for filing.

To date, we have heard nothing from anyone regarding this claim, and still cannot locate Mr. Maxwell.

We would appreciate knowing when we can expect to receive payment for the work we did on Mr. Maxwell's equipment.

Very truly yours,

Phillips-Long Ford Sales, Inc.

Phil Fortner

Phil Fortner, Office Manager

pf/jg

RECEIVED
DEC 3 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

7869

5

October 4, 1973

Baker Redi-Mix, Inc.
P. O. Box 825
Baker, Oregon 97814

Gentlemen:

Thank you for your letter of September 25 stating that Jerry Maxwell has never had a subcontract or any type of work agreement with your organization.

This is in reference to the Phillips-Long Ford Sales, Inc., claim filed against Contract No. 7869 in Baker County.

We will include this letter as a part of the contract file.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

CWH:fkn

10-4-23
Noted on card
fkn

Telephone (503) 523-4447

BAKER REDI-MIX, Inc.
CONCRETE - SAND & GRAVEL - ASPHALT
P. O. BOX 825
BAKER, OREGON 97814

September 25, 1973

Oregon State Highway Division
Administrative Services
Salem, Oregon

Attn: C. W. Head

Dear Sir:

In reference to your letter dated August 28, 1973, to Phillips - Long Ford Sales, Inc. with carbon copy to Baker Redi-Mix, Inc. and Safeco Insurance Co. of America. Also in reference to your letter dated Sept. 21, 1973 to Baker Redi-Mix, Inc. concerning a claim filed on our job, Pine Creek Bridge section of Halfway-Cornucopia highway Contract # 7869, for the non payment of a repair bill incurred by Jerry Maxwell at Phillips - Long Ford.

Jerry Maxwell has no sub-contract with Baker Redi-Mix nor has he ever had any form of work agreement with us, other than on a few occasions when Baker Redi-Mix rented his trucks fully operated.

I hope this letter will clarify the matter.

We are proud of our prompt payment of debts and hope this can be cleared up immediately.

Yours very truly,

Sonny Walker

Sonny Walker, manager
Baker Redi-Mix, Inc.

SW:mm

cc: Safeco Insurance Company of America
Phillips - Long Ford Sales

RECEIVED
SEP 28 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

7869

September 21, 1973

Safeco Insurance Co.
500 S.W. First Avenue
Portland, Oregon 97201

Gentlemen:

Contract No. 7869 awarded to Baker Redi-Mix, Inc. for work on the Pine Creek Bridge section of the Halfway-Sumpter Highway in Baker County was completed on August 30, 1973, and accepted by the Transportation Commission on September 20, 1973.

Final payment in the amount of $4,300 will be released to the contractor after September 26, 1973. The total contract amount is $126,397.16 including $5,481.31 for work performed under force account.

You have been advised previously that a claim has been filed with us.

Very truly yours,

G. W. Read, Manager
ADMINISTRATIVE SERVICES

bl

cc Baker Redi-Mix, Inc.
P. O. Box 372
Baker, Oregon 97814

bc C. T. Kenney
Walt Kurt
V. E. Skoog
Attn: Dick Hacek
M. E. Schmurfa

7869

S

September 20, 1973

TO Department of Transportation

FROM F. S. Kishpaugh, Administrator &
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7869, Work Completed August 10, 1973

Project Pine Creek Bridge

Highway Halfway-Cornucopia, County Baker

Type of Work Grading, Base and Structure

Contractor Baker Redi-Mix, Inc.

Recommended Acceptance Date September 20, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 24, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
L. H. Young
H. S. Coulter
C. T. Keasey
W. J. Hart

7869

4822

5

FILED
AUG 30 1973
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

NOTED ON CARD
9-5-73 KB

August 28, 1973

Phillips-Long Ford Sales, Inc.
2300 Main Street
Baker, Oregon 97814

Gentlemen:

This is to acknowledge your letter of August 24 informing us that Jerry Maxwell owes you the amount of $880.24 for repair work.

From the information given, this appears to be in connection with the Baker Redi-Mix, Inc., Contract No. 7869 for work on the Pine Creek Bridge Section of the Halfway-Cornucopia Highway in Baker County.

The Safeco Insurance Company of America, 1500 S.W. First Avenue, Portland, Oregon 97201 furnished the performance bond on this contract. The performance bond is required to assure the State that all debts incurred for the contract are satisfied.

We will advise the surety of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Manager
ADMINISTRATIVE SERVICES

cc Baker Redi-Mix, Inc.
Safeco Insurance Co. of America

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
AUG 31 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

E-123

PHILLIPS-LONG FORD SALES, Inc.
2300 Main St.
BAKER, OREGON 97814
Telephone 503-523-3625

August 24, 1973

State Highway Division
State Highway Building
Salem, Oregon 97310

Att: Highway Engineer

Gentlemen:

We are writing you in regards to repair work performed by us for one Jerry Maxwell from March 29, 1973 thru May 25, 1973. Mr. Maxwell was a subcontractor during most of this period of time to Baker Redi-Mix on a job at Halfway, Oregon.

Mr. Maxwell owes us $880.84 from this repair work. He has ignored repeated billings from us, and we are wondering if there is any way you can help us get our money.

Very truly yours,

Phillips-Long Ford Sales, Inc.

Phil Fortner
Office Manager

pf/jg

RECEIVED
AUG 27 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7869

FORM K-1 (rev 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pine Creek Bridge		WEEK ENDING: August 25, 1973
		SECTION PREFIX: 101-1133
HIGHWAY: Halfway-Cornucopia		COUNTY: Baker
NAME OF JOB: Pine Creek Bridge	KIND OF WORK: Grading, Base and Structure	
CONTRACTOR: Baker Redi-Mix	CONTRACT NUMBER: 7869	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 6, 1973	DATE WORK STARTED: April 8, 1973	ESTIMATED COMPLETION DATE: August10, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 140	WORK DAYS USED / CALENDAR DAYS USED: 115
	SPECIFIED COMPLETION DATE: None	PERCENT OF TIME ELAPSED: 82
PROJECT AUTHORIZATION: $ 145,864.53	ENGINEERING AUTHORIZATION: $ 11,566.35	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 134,298.18	This week: 300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 134,347.22	ENGINEERING COST TO DATE: $ 11,125.00	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN .04 %	PERCENT OF AUTHORIZATION: 96 %	August 10, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	N/A			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.22	0.22			
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4900 cy	3480 cy			
TOTAL QUANTITIES CORRECTED TO DATE	4708 cy	3651 cy			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"			
AVERAGE DAILY QUANTITIES	Project completed				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	6598A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair & Warm			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	Ptly Cloudy & Warm			
SATURDAY				

Roving

Keasey K — Pease E

Bond — Glenn

Jackmond — Berg

Hurst

Johnsen — CONSTRUCTION SECTION

Walker

RECEIVED
AUG 27 1973

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate work in office.

SIGNED E.L. Scrivner LOCATION Baker

E.L. Scrivner, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

7869

S

Salem, Oregon

August 14, 1973

C. T. Keasey, Construction Engineer

ORIGINAL SIGNED BY
L. M. YOUNG

L. M. Young, Office Engineer

Request Contract Acceptance

Contract 7869, Work Completed August 10, 1973

Project Pine Creek Bridge

Highway Halfway-Cornucopia

County Baker

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date _____

Conditions not acceptable:

Construction Engineer

VBoyd

cc: K. S. Cox
J. R. Oakes
Virgil Boyd
John Jenkins
Donald L. Trout

S

OREGON STATE HIGHWAY DIVISION

7869

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 24, 1973

Baker Rock-Mix, Inc.
P. O. Box 372
Baker, Oregon 97814

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7869 for work on the Pine Creek Bridge Section of the Halfway-Cornucopia Highway in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Safeco Insurance Co. of America
4347 Brooklyn Avenue, N. E.
Seattle, Washington 98105

bc C. T. Kossey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
E. L. Scrivner

7869

April 6, 1973

Baker Redi-Mix, Inc.
P. O. Box 372
Baker, Oregon 97814

Gentlemen:

Enclosed are three copies of Contract No. 7869 awarded to you today for work on the Pine Creek Bridge Section of the Halfway-Cornucopia Highway in Baker County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped Advance Copy to be Retained by Contractor is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 18, 1973.

Very truly yours,

C. H. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. H. Graham, Assistant Secretary

bc
Enclosures

bc C. T. Leavey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schmerth
E. L. Scrivner
Don Trout

FORM H-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7869

DATE March 7, 1973

TO Memo to the Files

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Pine Creek Bridge
Halfway-Cornucopia Highway
Baker County
Bridge No. 6598A
Work time limitations

On March 6, 1973, I called Mr. R. O. Koski, Fisheries Staff Specialist, Oregon State Game Commission, about a restriction on the Division of State Lands permit (revised attachment of March 5, 1973) which states that "Berms may be placed throughout the year if prior approval is obtained from Duane West of the Oregon Game Commission."

I explained that the statement is a little vague as to whether or not berms will be allowed during the period and makes it difficult for contractors to bid on the project. I asked that we be allowed to state in the specifications that installation of berms or cofferdams for footing construction will be allowed during the period January 1 to July 14 (this period closed for other work in the creek), and that plans outlining procedures and methods must be approved by the LaGrande office of the Game Commission prior to beginning work. Mr. Koski stated that such a revision in the permit restrictions meets with his approval.

RWE:dh

cc R. O. Koski, Game Commission (Portland)
E. S. Hunter
F. L. Hall
W. E. Schwartz /w/ attach.
C. G. Swenson
L. L. Wallace

NOTED
E. S. HUNTER

RECEIVED
MAR 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc: C. W. Head
G. M. Bal...
A. E. Johnson
E. S. Hunter
Victor Wolfe
Gary Ross
Gary Sund

JDM:jp dpy

OREGON STATE HIGHWAY DIVISION

7869

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE

TO Oregon State Highway Commission — **February 27, 1973**

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
March 29 Bid Letting

Bids will be taken March 29 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. **Pine Creek Bridge Section**
Halfway-Cornucopia Highway, Baker County
Grade, Pave and Structures Project

Conv 19-1 a-y

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established ... if ... the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. **Marine Drive at Columbia River Bridge (Astoria) Section**
Oregon Coast Highway, Clatsop County
Signals Project

Conv 7-6 Ast

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. **Baldock Maintenance Station**
Pacific Highway, Multnomah County
Landscaping Project

Conv 14-2 Baldock

Same as No. 2.

These matters will be on the agenda for the March 6 meeting and your approval is recommended.

E. S. Hunter

S

OREGON STATE
HIGHWAY DIVISION

7869

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 14, 1973

Mr. R. O. Koski
Fishery Staff Specialist
Oregon State Game Commission
P O Box 3503
1634 S. W. Alder Street
Portland, Oregon 97208

NOTED
E. S. HUNTER

Dear Mr. Koski:

Pine Creek Bridge
Halfway-Cornucopia Highway
Baker County
Bridge No. 6598A
Contract Work Time

It is presently planned to receive bids for the Pine Creek Bridge on the Halfway-Cornucopia Highway in Baker County on March 29, 1973.

The plans for this structure were previously submitted to you for comment. Your comments included a restriction on dike construction, a channel change, or operation of equipment in the active flowing stream during the period, January 1 to August 1.

This project includes construction of a one-span structure with an abutment on each side of the creek, construction of approach fills, and channel change work in the vicinity of the structure.

In order that this project may be completed in one season, it is necessary to begin certain phases of the work this spring and continue with other work in a logical sequence. To do this some modification of the work time restriction, you have requested, is necessary.

A March 29 receipt of bids would allow the contractor to commence work about the end of April at the earliest. At this time a contractor should build the berms required to allow excavation and construction of the bridge piers. Depending upon the height of the water, these berms may or may not encroach upon the live stream. The contractor would not be allowed to perform channel change work at this time.

RECEIVED
FEB 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Upon completion of the bridge the contractor would begin work on the approach fills to the bridge, and approximately June 15 the contractor could begin the channel change work required in the vicinity of the structure.

It is requested that you consider modification of your work time restriction to allow minimum berms required for abutment work to be constructed approximately the end of April, and that you allow all other stream bed work (channel change and riprap) to commence June 15.

Your approval of such a schedule for work progress in lieu of your previous January 1 to August 1 restriction of work in the active flowing stream will be appreciated and will allow completion of this project in one season.

Very truly yours,

George M. Baldwin
Administrator of Highways
By R. W. Ellison
R. W. Ellison
Bridge Administration Engineer

RWE/ag

cc E. S. Hunter
W. E. Schwartz
F. Hall
C. G. Swenson
L. L. Wallace

GAME COMMISSION

7869

OFFICE OF THE DIRECTOR

RECEIVED FEB 1973 DIVISION

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

February 7, 1973

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

cc's sent 1/9/73

E. S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
C. G. Swenson
F. E. Terpin
W. E. Schwartz (2)

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

We have received a field report on the project termed:

NOTED
E. S. HUNTER

Pine Creek Bridge Section
Halfway-Cornucopia Highway
Baker County

We have made recommendations by the Division of State Lands regarding matters related to this work. A copy of our specifications as sent to the DSL is enclosed. As long as these stipulations are followed, we approve the project.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. FCO)
Jim Lauman) - w. enc.

Enc.

RECEIVED
FEB 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Baker County

ORS 541.605 et seq

Date [illegible]

Name of Applicant Oregon State Highway Division P/F-1098 (application)

(X) 1. This permit does not authorize the return of waste waters from any operation employed to wash or process materials removed under this permit.

(X) 2. The river will not be diverted from its present channel.

(X) 3. Following the removal of material, the stream in the removal area shall be returned (1) X to a single channel, or (2) __ to its original channel.

( ) 4. All potholes or removal pits will be leveled or connected to the river upon completion of a season's work or when fish become trapped.

(X) 5. Dikes shall be constructed in a fashion so as to prevent abnormal washing of stream banks.

( ) 6. No dike construction, channel change or operation of equipment shall be done in the active flowing stream from January 1 to August 1 without prior written approval from the Division of State Lands.

(X) 7. The operation shall be conducted behind a berm sufficient to isolate the operation from the free-flowing stream and prevent a turbidity increase in the stream of more than 5 JTU's over stream background.

(X) 8. No equipment shall be operated in the active flowing stream.

( ) 9. No material shall be removed from permit area between the period of January 1 to August 1 without prior written approval of the Division of State Lands, or as outlined in Special Conditions below.

( ) 10. Material shall not be removed to a depth greater than ____ feet __ above, __ below the floor of the adjacent stream bed.

Others:

( ) 11. _____

( ) 12. _____

Return to: Division of State Lands
502 Winter Street NE
Salem, Oregon 97310

Please return by January 30, 1973.

[illegible]
Agency

wsl
1-24

JAN 2 5 1973

OREGON STATE HIGHWAY DIVISION

7869

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 24, 29, 1973

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

cc's sent 1-30-73
E. S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
C. G. Swenson
F. E. Terpin
W. E. Schwartz(2)

Attention: Mr. Burt Carnegie

Gentlemen:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, here are preliminary plans for the following project scheduled for contract letting March 29, 1973.

1. Pine Creek Bridge Section
   Halfway-Cornucopia Highway
   Baker County

Your special attention and recommendations will be appreciated.

RECEIVED
JAN 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

Frank L. Hall

NOTED E. S. HUNTER

Frank L. Hall
Design Engineer

S.N.R. 1-29-73

Encl.

Dear Frank,
This crossing is above the head of anadromous fish but water quality standards should be maintained to protect the resident fishery as well as other purposes.

Burt

cc: OGC
Wayne Block

RECEIVED
DEC 4 - 1972
FOR FILING

7869

December 1, 1972

To Oregon State Highway Commission

From A. E. Johnson
Acting Deputy State Highway Engineer

Subject Project Finance Approval

The following two structures have been found to be critically deficient under the Bridge Inspection Program.

Maxwell Canal Bridge, Hermiston Highway, Umatilla County.

This structure is proposed to be replaced on existing alignment with a reinforced concrete structure having a 42-foot horizontal clearance. The total estimated cost for construction is $50,000.

Pine Creek Bridge, Halfway-Cornucopia Highway, Baker County.

Replacement of this wood and steel bridge is proposed approximately 120 feet downstream from the existing structure. In conjunction with the 40' x 60' slab span there will be 0.23 mile roadway realignment. The total estimated cost for construction is $175,000.

I recommend replacement of these structures as proposed and request your concurrence in financing with State Construction Funds.

This matter will be on the agenda for your consideration at the December 12 meeting.

cc: C. W. Head
G. M. Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter
L. P. Young
B. L. Gifford
V. F. Skoog
R. N. Bothman
W. E. Schwartz
Gary Ross
Gary Sund

BG:ed dos

RECEIVED
JUL 13 1972
FOR FILING

7869

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 13, 1972

TO Mr. L. H. Young
Programing Engineer

FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT Bridge Replacement Programing

Mr. Shaw's July 3 letter to Mr. Bothman requested programing for replacement of three structures found to be critically deficient under the bridge inspection program. Estimates for replacement of these three structures are given below:

North Powder River Bridge	MP 2.61	Hwy. 411	$62,000
Pine Creek Bridge	MP 5.70	Hwy. 413	$48,000
Maxwell Canal Bridge	MP 9.59	Hwy. 333	$30,000

The above estimates include the cost of removal of the existing structures and a 40 percent allowance for engineering and contingencies. They do not include any grading and paving costs which may be necessary in conjunction with replacement of the structures.

WJH:dh

cc Tom Edwards
F. B. Klaboe
E. S. Hunter
A. E. Johnson

Shaw info

NOTED
TOM EDWARDS

JUL 13 1972

RECEIVED
JUL 12 1972
FORM E-30
FOR FILIN
7869

5
W

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1972

SUBJECT:

Bridge replacements

To:

A. E. Johnson
Asst. State Highway Engineer

E. S. Hunter
Asst. State Highway Engineer

B u i l d i n g

I have been directed to provide for programming for replacement of the three following structures:

No. 1798, N. Powder River, Highway No. 411, M.P. 2.61.
No. 6598, Pine Creek, Highway No. 413, M.P. 5.70.
No. 4770, Maxwell Canal, Highway No. 330, M.P. 9.51.

Due to the present operating load limits, I recommend that these bridges be programmed for early replacement.

ORIGINAL SIGNED BY R. N. BOTHMAN

Robert N. Bothman
Maintenance Engineer

RNB:mp

cc: L. P. Shaw
W. E. Schwartz

NOTED
LLOYD P. SHAW

Received - L. P. Shaw
7-7-72

RECEIVED
JUL 5 - 1972
HIGHWAYS

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7869

DATE July 3, 1972

TO R. N. Bothman
Maintenance Engineer

FROM Lloyd P. Shaw
Assistant State Highway Engineer

SUBJECT Load Limit Posting

To complete the above load limit

Please refer to the recommendation for load limits and posting of bridges.

The following should be programmed for replacement:

No. 1798	North Powder River	Highway 411	MP 2.61
No. 6598	Pine Creek	Highway 413	MP 5.70
No. 4770	Maxwell Canal	Highway 330	MP 9.51

Investigate strengthening critical members on No. 5478, Williamson River, Highway 427, MP 7.32.

Use Maintenance forces to replace No. 2897, Irrigation Ditch, Highway 340, MP 28.92.

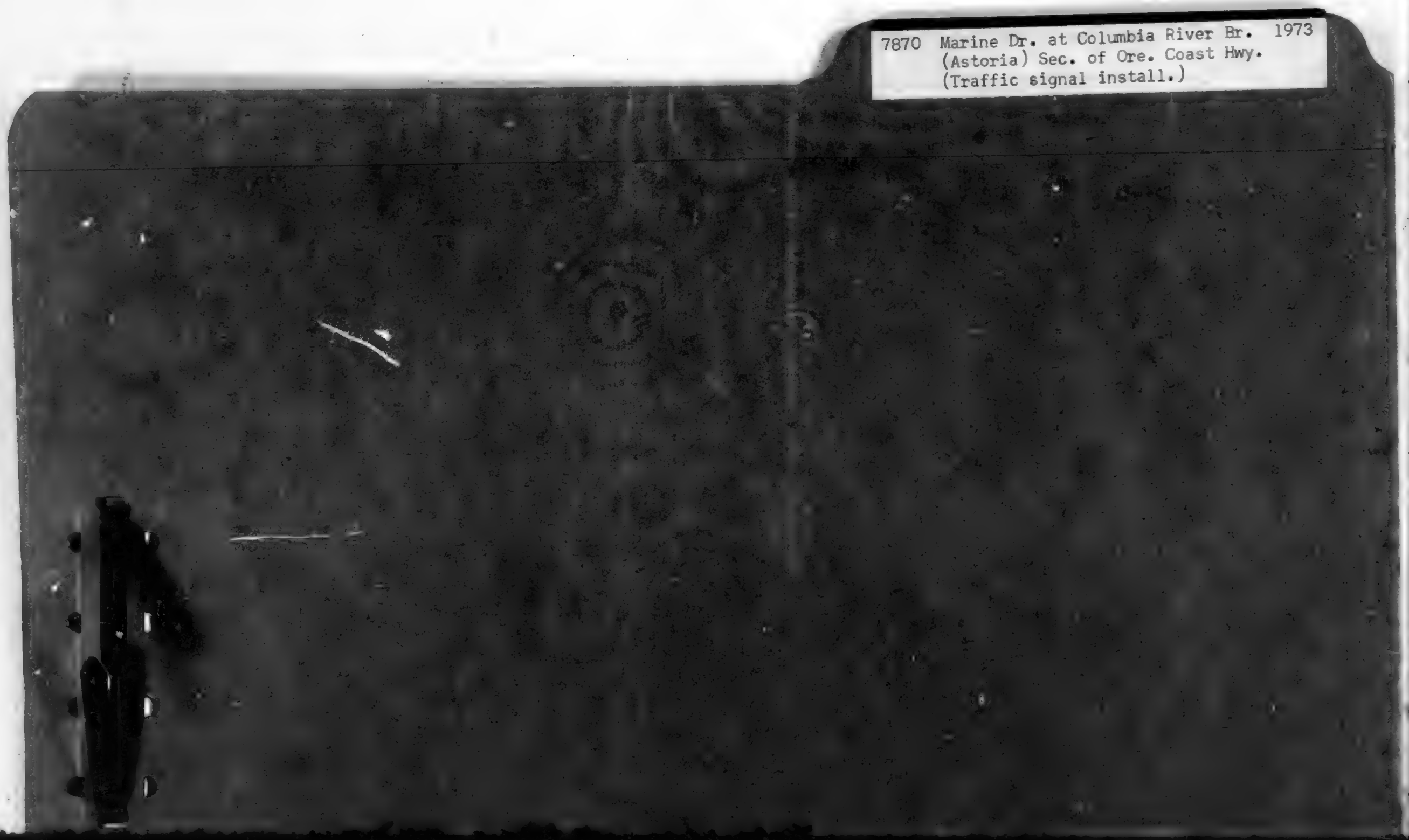
See attached copy of Mr. Edwards' notes.

Attachment

cc Tom Edwards
F. B. Klaboe
A. E. Johnson
Walter J. Hart

LPS:ajw

7870 Marine Dr. at Columbia River Br. 1973
(Astoria) Sec. of Ore. Coast Hwy.
(Traffic signal install.)



7870

July 11, 1974

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

On July 3, 1974, we wrote to you concerning release of final payment on Contract No. 7870 awarded to Hamilton Electric, Inc., for a traffic signal installation on Marine Drive at the Columbia River Bridge in Astoria, Clatsop County.

Final payment on this contract is $1,054.65 and the total contract amount is $41,138.66 including $45.66 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fbm

cc Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97401

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

7-3-74

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on July 2, 1974, I accepted the following:

Contract No. 7870, Work Completed Apr. 29, 1974

Project Marine Dr. at Columbia

Highway Oregon Coast County Clatsop

Type of Work Traffic Signal Installation

Contractor Hamilton Electric, Inc.

Contract No. 7835, Work Completed Apr. 8, 1974

Project Thornberry-Lamborn Road

Highway Sherman County Sherman

Type of Work Grading, Paving, Structures, Signing

Contractor Rogers Construction Co.

J. B. Klabre

Administrator and
State Highway Engineer

7870

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: MARINE DR. @ COL. R. BR.		WEEK ENDING: JUNE 7, 1974
		SECTION PREFIX: 4-1133
HIGHWAY: Oregon Coast		COUNTY: Clatsop
NAME OF JOB: Marine Dr. @ Col. River Bridge	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Hamilton Electric Inc.	CONTRACT NUMBER: 7870	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 6, 1973	DATE WORK STARTED: February 20, 1974	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 217	WORK DAYS USED: 217
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $ 48,425.45	ENGINEERING AUTHORIZATION $ 4,229.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 41,638.66	ENGINEERING COST TO DATE $ 5,707.83	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 42,000		DATE PROJECT WAS COMPLETED: April 29, 1974
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 135 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2	Cloudy	0		
MONDAY 3	Rain	0		
TUESDAY 4	"	0		
WEDNESDAY 5	"	0		
THURSDAY 6	"	0		
FRIDAY 7	Ptly Cloudy	0		
SATURDAY 1	Clear	0		

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final was submitted June 7, 1974.

Final acceptance will not be issued until contractor furnishes all required certifications.

This will be the Final Report.

SIGNED Gerald Inloes LOCATION Astoria

Gerald Inloes

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

#7870

OREGON STATE HIGHWAY DIVISION

June 6, 1974

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

State Treasury Department
103 State Capitol Building
Salem, OR 97310

Re: Treasurer's Receipt #652
(Bond 4795) in the amount
of $3,000.00
Contract 7899
Hamilton Electric Inc.

Attention: Merle Crowe, Cashier

State Highway Contract #7899 for which the above deposit was made has been completed and this bond is no longer required in lieu of retainage on this contract.

Hamilton Electric Inc., in a letter dated April 29, 1974 requested that this bond #4795 ($3,000.00) now be transferred and used in lieu of retainage on their new contract 7983.

V. E. Skoog
Fiscal Officer, OREDOT

By RJ Hacek
By C. Palmer
R. J. Hacek
Accounting Systems Officer

cc: Hamilton Electric, Inc.

bc: C. W. Head V. Gallagher
John Bond Charles Barrett

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

RECEIVED
MAY 24 1974
Contract Acctg.

HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

April 29, 1974

State Treasury Department
103 State Capitol Building
Salem, Oregon 97310

Attention: Merle Crowe, Cashier

Re: Treasurer's Receipts #652, 777, 778
Totaling $5,000.00

As soon as releases are received for O.S.H.D. Contract #7899, Receipt #652, Bond #4795 ($3000.00); for Contract #7870, Receipt #777, Bond #M6286 ($1,000.00); for Receipt #778, Contract #7946, Bond #4645 ($1,000.00) - please apply all bonds in lieu of retainage on O.S.H.D. Contract #7983 and advise us of transfer.

HAMILTON ELECTRIC

Betty L. Hansen

Betty L. Hansen (Mrs.)
Office Manager

BLH/gg

Dick:
I am forwarding this original letter I received from Hamilton Electric. I Kept a Copy awaiting word of your releases.

232 WEST 5th AVENUE 503/345-8711 POST OFFICE BOX 708 EUGENE, OREGON 97401

RECEIVED
MAY 24 1974
Contract Acctg.

7870

May 8, 1974

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97401

Gentlemen:

Re: Marine Dr. at Columbia River
Bridge (Astoria)
Contract No. 7870

In order to carry out the intent of one of the provisions of price agreement No. 1 with respect to the contract completion time, I have approved an extension of 37 days.

This is in addition to the 180 days allowed originally and will delete all time liquidated damages.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog

JAB:fr dpy

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1974

To: H. S. Coulter, Assistant
Highway Engineer

SUBJECT: Extension of Contract Time
Marine Dr. at Columbia River
Bridge (Astoria)
Oregon Coast Highway
Contract 7870

From: J. A. Bond
Construction Administration Engineer

The subject traffic signal project was awarded to Hamilton Electric April 6, 1973, and allotted 180 calendar days to complete the work. Time charges were suspended when it was determined that interconnected signalization of a nearby intersection should be added to the contract. There had been 37 days charged at that time.

Price Agreement No. 1 added the additional signalization work and recognized that 180 calendar days would be allowed after resumption of work.

Approved copies of Price Agreement No. 1 were distributed in October and time charges were resumed on November 1, 1973. The contract work was completed April 29, 1974, exactly 180 days after resumption of work.

Adjustment of the contract time to allow 217 calendar days will formally clear the project record and carry out the intent of P.A. 1 without a further formal request from the contractor. This will waive all liquidated damages which accrue at the rate of $50 per day. This is a State Project and does not require concurrence of the FHWA.

Rough draft letter to the Contractor is attached.

JAB:lb
Attachment
cc: V. L. Gallagher

RECEIVED
MAY 6 1974
Office of
Assistant State Highway Engineer

7870

Salem, Oregon

May 3, 1974

C. T. Keasey, Construction Engineer
BUILDING

V. L. Gallagher
Contract Payments

Request Contract Acceptance

Contract 7870, Work Completed April 29, 1974

Project Marine Dr. at Columbia River Br. (Astoria)

Highway Oregon Coast

County Clatsop

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your final acceptance of the contract work.

Acceptance Date _____

Conditions not acceptable:

Construction Engineer

VG:pr

cc: H. S. Cox
J. R. Oakes
Virgil Boyd
John Jenkins
Donald L. Trout

7870

5

OREGON STATE HIGHWAY DIVISION

January 30, 1974

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

State Treasurery Department
103 State Capitol Building
SALEM, OR 97310

Re: Treasurer's Receipts #652,778,777
totaling $ 5,000.00 - Contract 7861
Hamilton Electric, Inc.

Attention: Merle Crowe, Cashier

Gentlemen:

Contract 7861 to which the above receipts apply has been completed. This releases these TCD for use in lieu of retainage on active contracts as follows:

Treasurer's Receipt #	Bond Number	Amount	Contract Number
652	4795	$3,000.00	7899
777	M6286	1,000.00	7870
778	4645	1,000.00	7946

The total amount on deposit remains the same.

Very truly yours,

V. E. Skoog, Fiscal Officer
OREDOT

By

R. J. Hacek
Accounting Systems Officer

CRP:pl

cc: Hamilton Electric Inc.
P. O. Box 708
Eugene, Oregon 97401

bc: C.W. Head
John Bond
Vince Gallagher
John Herr

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7870

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 28, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Request for Overrun Authorization
Marine Drive at Columbia River
Bridge (Astoria) Section
Contract No. 7870

An overrun of the project authorization on the subject project is anticipated. The original project authorization was $26,545.68. The present anticipated cost is $48,425.49, indicating an increase of $21,879.81, or 82.4 percent. The contractor is Hamilton Electric, Inc., of Eugene.

The reason for this overrun is the addition of a signal at the Basin Street intersection with Marine Drive (the route of the Oregon Coast Highway) which is located only 250 feet away from the planned bridge approach signal installation covered by the contract. Price Agreement No. 1, in the amount of $19,109 covering this second interconnected signal, has been added to the contract. Basin Street provides access to port facilities and traffic using it requires regulation at Marine Drive along with the bridge approach traffic regulation.

I recommend that the project authorization be increased by $21,879.81 to a new total of $48,425.49. Your approval is recommended. This is a State project.

This matter will be on the agenda for your consideration at the October 24 meeting.

bc Cecil Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
Gareld Inloes
V. L. Gallagher
Robert Whipps
Gary Sund

JAB:fw ja

FORM E-50 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1973

SUBJECT: Marine Drive at Columbia River
Bridge (Astoria) Section
Contract No. 7870
Request for Overrun Authorization

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

As contracted, this project covered the installation of a signal at just the intersection of the Coast Highway and the Columbia River bridge approach ramp in Astoria. Bids were opened March 29, 1973 and just prior to that time a complication from our proposed installation was recognized. This had to do with the intersection of Basin Street with Marine Drive which is the nearest intersection to the northeast and only 250 feet away from the planned signal. Basin Street serves certain port facilities.

It was decided that the Basin Street intersection should also be signalized at the same time as the nearby toll bridge approach intersection. By that time, the contract had been awarded and the time count started on April 18. The job was placed under a stop work order May 25 pending resolvement of this major change which has now resulted in Price Agreement No. 1 in the amount of $19,109. This is the added cost for signalizing the second intersection. With proportional increases in engineering and contingencies, the net money effect of this added work causes an expected increase in project cost of $21,879.81 or 82.4 percent.

The project is still under the stop work order and no work has been done. Herewith the request for additional funding to a new total authorization of $48,425.49, along with a draft letter to the Transportation Commission. Price Agreement No. 1 is also attached for your approval.

JAB:fw
Enc.
cc V. L. Gallagher

5

FORM E-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

7870

4-3-73

DATE March 28, 1973

TO E. S. Hunter
Asst. State Highway Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Port of Astoria Access
Lower Columbia River Highway
Astoria

Because of traffic congestion at the Toll Booth intersection on the Astoria Bridge, a traffic signal installation plan and specifications have been prepared. The bid opening was to have been in March, but was delayed at the last minute because of concern on the part of both this office and the Regional Office had involving traffic backups that would occur to an extent that would block the access road down into the Port of Astoria terminal facilities. A complete report from the Region on this matter is attached. I concur with their recommendation that the Port terminal facilities access road intersection should be included as a part of the traffic signal to the Toll Booth intersection. We cannot successfully signalize the Toll Booth intersection without also signalizing Basin Street which is the Port authorities access road.

Bob Schroeder obtained an opinion from someone that it was legal to spend Toll Booth funds for the traffic signal at the intersection immediately adjacent to the Toll Booth. The requirement to signalize the immediate adjacent intersection now raises the question whether or not Toll Booth funds can be utilized at this intersection 200 feet away. If so, I would recommend that we include both signals in one contract and that we request the Port authorities to contribute one-half the cost of the traffic signal at its access road intersection.

I would appreciate your advice on this matter, particularly with respect to using Toll Booth funds.

LEG:pb

Attachment

RECEIVED
MAR 29 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Bud 4-3-
Comm approve signals
the 12th Basin St
should be added & appro.
should City participate?
discuss
Ed.

4-3-73
original returned
to Bud George

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 14, 1973

TO L. E. George, TRAFFIC ENGINEER

FROM C. O. Fredrickson, REGIONAL ENGINEER

SUBJECT Port of Astoria Access
Lower Columbia River Highway
Astoria

As Rick Kuehn has discussed with you, Eldon Everton has brought to our attention the fact that the Port of Astoria officials are concerned that the installation of a traffic signal at the intersection of Marine Drive and the Astoria Bridge approach will cause very serious traffic problems at their access. Their access is on Basin Street which is located 250' east of the Astoria Bridge intersection. It is quite likely that when the signal is installed at the bridge intersection westbound traffic will back up and block the Basin Street intersection.

The Port of Astoria is presently negotiating to obtain a piece of property approximately 170' square located between Basin Street and the bridge approach. Their purpose in obtaining this property is to use it as a parking area. Eldon suggested that perhaps the bridge approach could be realigned to cut across the southwest corner of this property or to proceed more in an easterly direction from the toll booth with a curve so that it intersected Marine Drive at a right angle near the point where the Basin Street intersection is now. With either of these plans Basin Street would intersect the bridge approach at some distance north of Marine Drive.

We feel that there are several disadvantages to either of these plans. First of all, both of them would be very extensive, requiring a large amount of fill and probably moving the toll booth. The plan which would cut across only the corner of the property would then intersect Marine Drive on about a 45° angle which would not be desireable. The other plan would occupy most of the area which the Port is obtaining for parking area. Therefore, they would most likely not be in favor of this plan. In both cases the Basin Street intersection would have to be very near the Marine Drive intersection which would cause problems in signing and direction of traffic. Besides the advantage of eliminating one intersection on Marine Drive, both of these plans also have the advantage of providing more storage area between the toll booth and Marine Drive and probably allowing the toll booth to be placed on a tangent section.

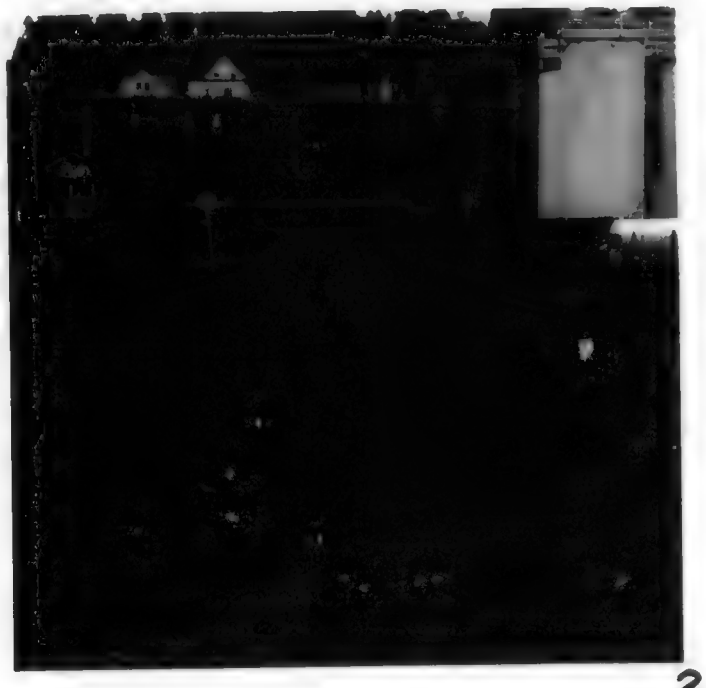
The present curved section causes problems with the machine traffic counts at the toll booth. Portway, which is located west of the Astoria Bridge and is signalized, also serves the Port area but it cannot be used as the main access because of conflicts with switching engines which are often encountered at the foot of Portway.

It is our recommendation that instead of realigning the approach to the Astoria Bridge, we include the Basin Street intersection in our present signalization project. We understand that both intersections would use the same controller and the phasing at the two intersections would be simultaneous. As you discussed with Rick, the extra cost of this signalization would probably be about $10,000 and we would be willing to pay half of this figure if the Port of Astoria would be willing to pay the other $5,000.

RAK/COF/sr

cc: Eldon Everton

1



2

3

(1) Looking west on US 30 from Basin Street.

(2) Looking south on Basin Street from 250' north of US 30.

(3) Looking west on Industry Street from Basin Street.

(4) Looking west from the Astoria Bridge Toll Booth out over the property which is to be obtained by the Port of Astoria.

(next Page)

FORM E-20 (REV. 10-69)

REGION 2 ENGINEER
RECEIVED
FEB 22 1973
RE | RCE | RME | RTE | NOE
ULE | GEO | TA | FILE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
16 February 1973

To: C. O. Fredrickson
Regional Engineer
Region II

SUBJECT: Access to Port of Astoria

As it now stands the main entrance to the Port of Astoria is only 250 ft. east of the junction of the Oregon Coast Highway and the Columbia River Highway.

It is my understanding that shortly the intersection of the Coast Highway and the Columbia River Highway will be under a contract for a traffic signal installation. This is causing the people of the port some concern as they are aware of the problems that they have had in the past summers getting off and on the Columbia River Highway. They feel that with the traffic signal within 250 ft. that their problems will be compounded. They also realize that as traffic increases a signal would be needed for their entrance road but due to the fact it is within 250 ft. of the Coast Highway that a signal would not be feasible.

The Port is now in the process of trying to obtain from the oil company the land outlined in red on the attached map. Their reason for obtaining this is for additional parking but the might also be receptive to discuss with the Highway Division some alignment changing.

I should add here that the Port is now in the process of doubling the size of the Thunderbird Motel as well as the addition of a large restaurant that will have convention facilities. This is going to greatly increase the volume of traffic to the Port area I am sure.

I have never been pleased with the alignment of the Coast Highway off the bridge and through the toll facility to its connection with the Columbia River Highway. I think that it might be possible if the land immediately east of the present toll booth was available to make an improvement in our alignment.

What I would like to propose would be for a traffic engineer or someone to look at the condition as it now exists and see if some plan could be drawn up to improve the alignment of the Coast Highway through the toll facility and then connect this with the road serving the Port prior to entering onto the Columbia River Highway. This intersection could then be signalized and I feel that a potential problem that we will be having in the near future could be eliminated. If we could come up with some type of plan and then take it to the Port for their consideration we could end up with a much improved condition.

I have discussed this somewhat with the Port and they are willing to look at a proposed plan of what could be done as they are concerned about the safe entering and leaving of traffic from their facility.

I feel that something on this should be started immediately if you are in concurrence as possibly something could be worked out prior to the proposed traffic installation this year. In the long run I feel it would be to our advantage. If you agree could you please take steps to get some preliminary drawings of a proposed connection for the two roadways drawn up.

Eldon L. Everton
DISTRICT ENGINEER

ELE:jb
Enc.

KINGSTON AVE

S 66°53'30" W

30

30

36 35 34 33 32 31 30 29 28 27 26 25

13 14 15 16 17 18 19 20 21 22 23 24

48

1 2

10

10

15+13.62 P.T.

14+62.08 P.I.
N 936,304.66
E 1,151,403.93

14+08.54 P.R.C.

2° C.R.
Δ=2°08'30"
T=53.54'

2° C.L
Δ=2°08'30"
T=53.54'

N 56°53'E (Deed) 35508 ①

202.32'
0625°

Deed RW 25548
274-376

S 64°41'W (Deed)
0.81 Ac. Pt.

168'

Deed RW 25493
272-692

35507

122.7'
2000°

N 78°05'E
(Deed)

0.3 Ac. Pt.

Ease RW 25531
274-120
30649

1. Local #50
iny Ass'n.
-602

S 32°57'E (Deed)

350'

S 24°30'E (Deed)

13+55.00 P.I.
N 936,053.40
E 1,151,593.93

N 10°01'33" W (Deed)

13+01.46 P.C.

S 30°48'30" E

20 19 18

1 2 3

60'

24'

35509 B-1

S 30°46'30" E

② 168.81'
274-376

N 13° 274-376 163.8'

35508

24'

S 57°03'W
S 59°13'30" W (Deed Bearing)

35509D

90'

35509 B-2

45'

Deed RW 25548
274-376

35508 ③
3101°

45'

272 - 492

35507

N56°53'E (Deed) 35508 ①

202.32'

0625°

Deed RW 25548
274 - 376

RA

S64°47'W (Deed)

0.81 Ac. Rt.

168'

0.9 Ac. Rt.

Esmt. RW 25531
274-320
274-349

I. Local #50
ing Ass'n.
-602

S32°57'E (Deed)

S30°46'30"E

35508

35509 B-1

35509 B-2

35509D

90'

45'

24'

Deed RW 25548
274-376

35508 ③
3101°

Tidewater Assoc. Oil Co.
138 - 424

S57°03W
S59°13'30"W (Deed Bearing)

13°55'00" P

13°01'46" RC

20 19 18

1 2 3

60'

②

op

7870

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Marine Dr. @ Columbia River Bridge (Astoria) Date Sept. 19, 1973

Highway Oregon Coast Contract No. 7870

County Clatsop Kind of Work Traffic Signal Contractor Hamilton Electric, Inc.

	Authorized	Estimated
Contract Amount	21,984.00	41,093.00
Anticipated Items	1,200.00	1,200.00
Contingency (4½%)	1,043.28	1,903.19
Engineering (10%)	2,318.40	4,229.30
Credits	0.00	0.00
PROJECT COST	26,545.68	48,425.49

NET INCREASE $ 21,879.81 OR 82.4 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) B.I. No. 1 - Temporary Protection & P.A. No. 1 &Direction Of Traffic	956.00	328.00
(C) B.I. No. 2 - Traffic Signal Installation & P.A. No. 1 Complete	40,137.00	18,781.00) 19,109.00
(U) Contingency	1,903.19	859.91
(A) Engineering	4,229.30	1,910.90

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 10-24-73

Principal reasons for overruns (Continue on reverse side): The addition of the Basin Street Intersection to the original contract is the reason for the overrun of all of the above items.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by _____ Resident Engineer

Noted by _____ Construction or ~~Bridge~~ Engineer

Confirmed by _____ Regional Engineer

Noted by _____ ~~Deputy~~ or State Highway Engineer

SP*68727-734

7870

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

NOTED
H. S. COULTER

DATE August 9, 1973

TO L. E. George
TRAFFIC ENGINEER

ORIGINAL SIGNED BY
C. O. FREDRICKSON

FROM C. O. Fredrickson
REGION ENGINEER

SUBJECT Traffic Signal Installation
Marine Drive @ Columbia River Bridge
Astoria
Contract No. 7870

We are enclosing a copy of a letter from Hamilton Electric to Gareld Inloes, Resident Engineer on the subject project dated August 6, 1973. In this letter Hamilton Electric quotes an amount of $956 for Bid Item 1 and $40,137 for Bid Item 2 for a total revised bid of $41,093. This amount is for the traffic signal installation in accordance with revised plans and special provisions as outlined in Mr. Inloes letter of June 21, 1973. We are also enclosing a copy of a letter from the Port of Astoria dated August 2, 1973 and directed to Mr. Eldon Everton, District Engineer, in context the letter from the Port indicates that they will not participate in the additional costs of the traffic signals at the corner of Marine Drive and Basin Street.

Please review these letters and advise this office if the quotation from Hamilton Electric is reasonable. Also note that the contracted amount for the original proposal was $21,984 and that the total project authorization is for $26,545.68. It will be necessary to prepare a revised project authorization showing authorization of this overrun.

COF:lb

cc: H. S. Coulter ✓
Gareld Inloes

RECEIVED
AUG 13 1973
Office of
Assistant State Highway Engineer

5

7870

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 24, 1973

Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7870 for traffic signal installation on Marine Drive at the Columbia River Bridge in the City of Astoria on the Oregon Coast Highway in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

bc C. T. Keasey
Walt Hart
L.H. Young
Attn: Vince Gallagher
C. O. Fredricksen
Gerald Inlees

OREGON STATE HIGHWAY DIVISION

7870

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 16, 1973

TO Oregon State Highway Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Financing for Traffic Signal Installation**
Astoria Bridge Ramp and Marine Drive Intersection
Astoria

At your meeting of December 12, 1972, approval was given for the installation of a traffic signal at the intersection of the Astoria Bridge ramp and Marine Drive in the City of Astoria.

This signal is estimated to cost $24,000 and was to be charged to the toll bridge funds. It has since been determined that due to accounting procedures charges against this fund are not possible. It is therefore necessary to charge the estimated $24,000 for the signal against the State Construction funds.

This matter was telephonically approved by Chairman Jackson on March 16th. It will be on the agenda for confirmation at the April 17 meeting.

cc: C. W. Head
A. E. Johnson
E. S. Hunter
S. H. Coulter
V. E. Skoog
R. L. Schroeder
L. H. Young
C. O. Fredrickson
Gary Ross
Gary Sund

RLS:ajw dpy

cc: C. W. Hea[illegible]
G. M. Ba[illegible]n
A. E. Johnson
E. S. Hunter
Victor Wolfe
Gary Ross
Gary Sund

JDM:jp dpy

OREGON STATE HIGHWAY DIVISION

7870

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE: February 27, 1973

TO: Oregon State Highway Commission

FROM: F. B. Klaboe
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 29 Bid Letting

Bids will be taken March 29 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. Pine Creek Bridge Section
Halfway-Cornucopia Highway, Baker County
Grade, Pave and Structures Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established ... if ... the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Marine Drive at Columbia River Bridge (Astoria) Section
Oregon Coast Highway, Clatsop County
Signals Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Baldock Maintenance Station
Pacific Highway, Multnomah County
Landscaping Project

Same as No. 2.

These matters will be on the agenda for the March 6 meeting and your approval is recommended.

7870

November 28, 1972

To Oregon State Highway Commission

From A. E. Johnson
Acting Deputy State Highway Engineer

Subject Traffic Signal Installation
South End of Astoria Toll Bridge

When the Astoria Toll Bridge was constructed, it was realized that there was a possible need for traffic signals at the intersection of the bridge ramp and Marine Drive in Astoria. However, the installation was postponed until the need became more critical.

Conditions have now reached the point where, on peak days, southbound traffic backs through the toll booths. The installation of signals at an estimated cost of $24,000 is recommended. Our Legal Counsel has assured us that under the agreement covering construction of the bridge, the cost of the signals can be charged to Toll Bridge Funds.

This item will be on the agenda for your consideration at the December 12 meeting.

bc: C. W. Head
G. M. Baldwin
Tom Edwards
F. B. Klaboe
R. L. Schroeder
E. S. Hunter
L. H. Young
L. E. George
V. E. Skoog
H. S. Cox
J. B. Boyd
Gary Ross
Gary Sund

VPJ:sv dsps

RECEIVED
NOV 24 1972
FOR FILING

7870

November 22, 1972

The Honorable Harry M. Steinbock
Mayor of the City of Astoria
City Hall
Astoria, Oregon 97103

Dear Mayor Steinbock:

This is in reply to your conversation with Mr. George M. Baldwin, Administrator of Highways, concerning the traffic problems at the intersection of Marine Drive (US101) with the Astoria Bridge ramp.

The Highway Division has had this intersection under surveillance for the past few years. The extreme congestion brought about by the heavy summer traffic was particularly noted this past summer. As a result, we are preparing to install a traffic signal at this location.

On completion of the proposed design for this intersection, our Regional Engineer will be in contact with you to determine its acceptability to the City. If you have any further questions concerning this matter, please contact Mr. J. B. Boyd, Regional Engineer, State Highway Division, Post Office Box 30, Salem, 97310.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

RLS:ajw
bc George M. Baldwin
Tom Edwards
F. B. Klaboe
L. E. George
J. B. Boyd

7871 Baldock Maint. Station by Pacific Hwy. @ S. City Limits of Portland (Screen Planting) 1973

7871

RECEIVED
STATE HWY ENGR
FEB 4 75
REFER TO
FOR
Info | Limits | R/D | D/R | Sec. | Act | C.E.

January 30, 1975

#7871

Able Bonding Center
250 Central Building
Seattle, Wash. 98104

Re: Allen's Landscaping
Bond #04-713-124104 3

Gentlemen:

In your letter of August 2, 1974 you assured us that this account would be taken care of. We have heard nothing from anyone and must insist on payment by Feb. 15. If we do not hear from you we will be compelled to file suit against you for the full amount, interest, legal costs and other damages.

Very truly yours,

Samuel J. Rich, Ins.

Samuel J. Rich

File #47190

cc: Insurance Commissioner
State of Oregon

Sec. Ore. State Highway

NOTED
L. W. HEAD

7871

5

February 26, 1974

American Fidelity Fire
Insurance Co.
241 Central Building
Seattle, WA 98104

Attention: John C. Beeson

Gentlemen:

This is in reply to your letter of February 22, 1974, directing us to hold any balance of funds owing on the Allen's Landscaping, Contract No. 7871 screen planting of the Baldock Maintenance Station Section in Multnomah County.

Our finance office has informed us that final payment in the amount of $2,924.85 was mailed to Allen's Landscaping by certified mail on February 19, 1974.

Very truly yours,

C. W. Hurd
CONSTRUCTION SERVICES

CWH:vw

cc Allen's Landscaping

bc/ Dick Hacak

7871

February 15, 1974

American Fidelity Fire Insurance Co.
100 Crossways Park West
Woodbury, NY 11797

Gentlemen:

On February 13, 1974, we wrote to you concerning release of final payment on Contract No. 7871 awarded to Allen's Landscaping for work on the Baldock Maintenance Station Section of the Pacific Highway in Multnomah County.

Final payment on this contract is $2,924.85 and the total contract amount is $30,380.53. No work was performed under force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

jo

cc: Allen's Landscaping
2040 S.E. 157th
Portland, OR 97233

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacak
L. W. Rulien

7871

February 8, 1974

TO: Oregon Transportation Commission

FROM: F. B. Kiebes, Administrator &
State Highway Engineer

SUBJECT: Highway Project Acceptance

Contract No. 7871, Work Completed July 23, 1973

Project Baldock Maintenance Station

Highway Pacific, County Multnomah

Type of Work Screen Planting

Contractor Allen's Landscaping

Recommended Acceptance Date February 8, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on February 27, 1974 for your formal concurrence.

VG:dgk

cc: C. W. Read
A. M. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart

ABLE BONDING CENTER
Surety Bonds

241 CENTRAL BUILDING
SEATTLE, WASH. 98104
(206) 624-0696

NORTHWEST
GENERAL AGENCY

February 22, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

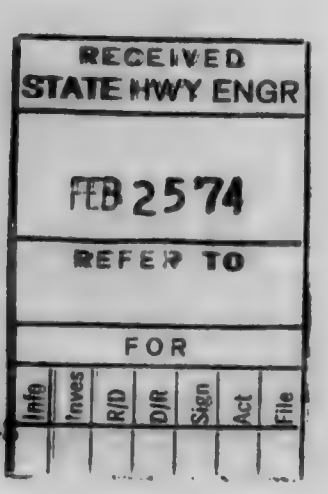
Re: Contract No. 7871, screen planting,
Baldock Maintenance Station, Multnomah County
American Fidelity Fire Insurance Company
Bond No. 1241043
Contractor: Allen's Landscaping

Gentlemen:

We are the Northwest Representatives of American Fidelity Fire Insurance Company and as such we executed the above bond. We have been notified that there is a claim against the retention and bond by Rich & Sons Nursery in the amount of $2,937.60. We hereby direct that you hold any balance of funds owing on the above contract including retained percentage for disbursement to lien claimants who may perfect their lien pursuant to applicable laws in the State of Oregon.

We have been informed by Mrs. Skinner that currently the only claim outstanding is the above sited Rich & Sons Nursery in the amount of $2,937.60. We also are given to understand by the principal, Allen's Landscaping, that there is a difference of opinion as to the proper amount of the claimant's bill. In the event that this matter is resolved, upon the request of Allen's Landscaping we do hereby authorize issue of a joint draft payable to Allen's Landscaping and Rich & Sons Nursery in an amount specified by Allen's Landscaping. We also authorize the release of the balance of any funds owing after the payment of the Rich & Sons Nursery account directly to and payable solely to Allen's Landscaping if, and only if, no other claims are filed against this retention or bond within the applicable statutory period.

Any disbursement of funds contrary to the above instructions will be considered in derogation of the State's obligation to the surety.



Sincerely yours,

AMERICAN FIDELITY FIRE INSURANCE CO.

By: John C. Beeson

JCB/ht

cc: Allen's Landscaping

Final payment in the amt of $2,924.85 mailed Feb. 19, 1974 (Certified mail) to Allens Landsc

7871

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Claim 4825

FILED
JAN 11 1974
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

RECEIVED
JAN 14 11 46 AM '74
SECRETARY OF STATE

January 10, 1974

Rich & Sons Nursery
21600 N. W. Cornell Road
Hillsboro, OR 97123

Attention: Samuel J. Rich

Gentlemen:

This is to acknowledge receipt of your letter of January 4, 1974, informing us that Allen's Landscaping owes you for plant materials in the amount of $2,937.60.

From the description given in your letter, this appears to be in connection with the Allen's Landscaping Contract No. 7871, screen planting, Baldock Maintenance Station, Pacific Highway, in Multnomah County.

The American Fidelity Fire Insurance Company, 100 Crossways Park West, Westbury, New York 11797, furnished the performance bond on this project which is given to assure completion of the project and payment of all bills incurred in it. We will advise them of the receipt of your claim letter and we will also file it with the Secretary of State. Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Manager
ADMINISTRATIVE SERVICES

NOTED ON CARD
1.16.74

CWH:js

cc: American Fidelity Fire Insurance Co.
100 Crossways Park West
Westbury, NY 11797

[illegible]n's Landscaping
2049 S. E. 157th
Portland, OR 97233

NOTED
C. W. HEAD
1-14-74

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RICH & SONS NURSERY

Owned and Operated by SAMUEL J. RICH, INC.

21600 N.W. Cornell Road • Hillsboro, Oregon 97123 • (503) 645-1821

SAMUEL J. RICH, President
ROBERT E. RICH, Vice President
M. MERLE RICH, Secretary-Treasurer

January 4, 1974

Oregon State Highway Division
State Highway Division Accounting Dept.
State Highway Building
Salem, Oregon 97310

Gentlemen:

Subject: Baldock Contract #7871 - Allen's Landscaping

Please be advised that in spite of repeated requests, we have been unable to collect for plant materials furnished to Allen's Landscaping for the contract #7871.

Could you please furnish us with the name of his bonding company. The balance due is $2,937.60.

Very truly yours,

Samuel J. Rich

Samuel J. Rich
RICH & SONS NURSERY

SR/dr

RECEIVED
JAN 8 1974
HIGHWAY
ADMINISTRATIVE SERVICES

OTED
C. W. HEAD

7871

5

Jan. 4, 1974

Re: Contract #7871
Allen's Landscaping
$2937.60
$216.85 Int. to date

American Fidelity Fire Insurance Co.
100 Crossways Park West
Westbury, N. Y. 11797

Gentlemen:

We have not yet heard from you nor Mr. Allen about the past due account for materials furnished for his Oregon State Highway Contract.

Statement is enclosed.

Thanking you, we are

Very truly yours,

Samuel J. Rich, Inc.

Samuel J. Rich

Samuel J. Rich

Copy: Oregon State Highway Dept.
C. W. Head, Manager
Administrative Services
Highway Building
Salem, Oregon 97310

RECEIVED
FEB 5 1974
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

7871

Salem, Oregon

August 8, 1973

C. T. Keasey, Construction Engineer
B U I L D I N G

L. N. Young, Office Engineer

Request Contract Acceptance

Contract 7871, Work Completed July 23, 1973

Project Baldock Maintenance Section

Highway Pacific

County Multnomah

Establishment Period Ends December, 1973

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date _____

Conditions not acceptable:

Construction Engineer

VG:pr

cc: H. S. Cox
J. R. Oakes
Virgil Boyd
John Jenkins
Donald L. Trout

7871

5

OREGON STATE HIGHWAY DIVISION

August 3, 1973

Mr. Lloyd T. Keefe
Planning Director
Portland City Planning Commission
424 S.W. Main Street
Portland, OR 97204

NOTED
E. S. HUNTER

#1771

Dear Mr. Keefe:

I refer to your letter of April 18, 1972 concerning the maintenance station in the vicinity of S.W. 35th Avenue and Taylors Ferry Road south of the Baldock Freeway.

A landscape plan was developed, and a contract let for the improvement this spring. Planting was completed in June, 1973 and inspected by Highway Division personnel on August 2, 1973. Final acceptance will be made this fall after establishment and completion of replacement planting.

The inspection on August 2 was made with such short notification that we couldn't inform your office.

We know of your interest in the improvement and would welcome a review of the project by the Portland Planning Commission.

Yours truly,

Roy E. Olson
Landscape Engineer

vmt

RECEIVED
AUG 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7871 Const. 5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Baldock Maintenance Station		WEEK ENDING: July 28, 1973
		SECTION PREFIX: 26-1107
HIGHWAY: Pacific		COUNTY: Multnomah
NAME OF JOB: Baldock Maintenance Station	KIND OF WORK: Screen Planting	
CONTRACTOR: Allen's Landscaping	CONTRACT NUMBER: 7871	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 6, 1973	DATE WORK STARTED: April 30, 1973	ESTIMATED COMPLETION DATE: July 31, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: July 31, 1973	PERCENT OF TIME ELAPSED: 97.5
PROJECT AUTHORIZATION: $ 32,655.40		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 93.5
EXCLUSIVE OF ENGINEERING: $ 29,803.40	ENGINEERING AUTHORIZATION $ 2,852.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 29,803.40	ENGINEERING COST TO DATE $ 2,700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93.1
ESTIMATED PERCENT: OVERRUN / UNDERRUN ___ %	PERCENT OF AUTHORIZATION 94.7 %	DATE PROJECT WAS COMPLETED: July 23, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Cloudy			
TUESDAY	Sunny			
WEDNESDAY	Sunny			
THURSDAY	Sunny			
FRIDAY	Sunny			
SATURDAY				

Routing
Peace
Glenn
Berg
Walker

RECEIVED
JUL 30 1973
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No Activity
MONDAY	Did minor cleanup work
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	

REMARKS

Contract is basically complete except for some minor cleanup work.

SIGNED Al Stamb LOCATION Milwaukie

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP°F216

7871

OREGON STATE HIGHWAY DIVISION

P. O. Box 02157 Portland 97202 May 4, 1973

U. S. MAIL

Mr. Dave Swehla, President
Jackson Community Association
10220 S.W. 35th Avenue
Portland, OR 97219

Re: Baldock Maintenance Station
Portland

MAI 14-2-1
Baldock

Dear Sir:

I have your letter of April 30, 1973 and I am sorry that our operations in the maintenance station at S.W. 35th and S.W. Taylors Ferry Road have caused our neighbors concern.

The maintenance of the highway facilities in the area have caused our crews to remove all manner of debris from the roads. It has been handy and economical for us to accumulate this debris until a proper disposal can be made. We are immediately changing this practice and will install a proper "dump box". The debris will be placed in this box and the box will be covered and periodically emptied.

- #7871

We did, on April 6, 1973 award a contract to Allen's Landscaping to plant screens as previously promised around our maintenance station. Although this work has not yet been done, I understand that the contractor is now in the area and is starting some preliminary cat work.

I believe that these two indicated actions should solve the immediate problem and I would further suggest that we get together at the site in approximately a month's time so that we can review the actions taken and dispose of any other problems should they exist. If you are agreeable to this, I can be reached at 654-7741, X261.

Very truly yours,

L. W. Rulien
Regional Engineer

RECEIVED
MAY 7 1973
Office of
Assistant State Highway Engineer

5-7-73
cy Johnson

cc Honorable Neil Goldschmidt

LWR/cr
bc H. S. Coulter
D. H. Moehring
Max Klotz

JACKSON COMMUNITY ASSOCIATION
NON-PROFIT CORPORATION
10150 S. W. 35th Avenue
PORTLAND, OREGON 97219

April 30, 1973

RECEIVED
STATE HWY ENGR
MAY 2 '73
REFER TO
FOR
Info | Press | R/D | DIR | Sign | Act | File

RECEIVED
MAY 2 1973
Office of
Assistant State Highway Engineer

Mr. Glen Jackson, Chairman
State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Mr. Jackson:

We are writing to advise you of the present situation involving the Highway Maintenance Station located at S.W. 35th Drive and S.W. Taylors Ferry Road. It is now being used as a collecting point for garbage by Highway Maintenance crews. Debris from the highway is collected, loaded on trucks, and dumped directly onto the site in full view of surrounding residents.

This is exemplified by those residents located along S.W. Ridge Drive (situated on the ridge above the station) who have a direct view of this situation. One Mr. W. K. Jahn witnessed decaying animal material in the form of deer and moose heads whose antlers had been removed. Rats were seen amongst this material. This clearly constitutes a health hazard. It has also been observed that when the pile reaches a certain level, it is moved. However, there is nearly always a pile there.

Aside from the obvious sanitation considerations, we feel that the lack of proper screening and storage sheds contributes to the general unsightliness of the area. The "promised" screening has never occurred.....though neighbors in the area were directly told of this prospective screening by the Highway Department.

Consequently, we feel that the present situation is an obvious public nuisance, as well as a detriment to our general environment.

We appreciate your attention on this matter.

Very truly yours

Dave Swehla

Mr. Dave Swehla, President
Jackson Community Association

RECEIVED
MAY 21 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

cc: Mr. Diarmuid F. O'Scannlian, Director
Environmental Quality Commission
Honorable Neil Goldschmidt, Mayor
Mr. W.K. Jahn
Portland Planning Staff

5

OREGON STATE
HIGHWAY DIVISION

7871

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 23, 1973

Allen's Landscaping
2060 S. E. 157th
Portland, Oregon 97233

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7871 for screen planting in the Baldock Maintenance Station on the Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
William E. Harriman
General Building
810 3rd
Seattle, Washington 98104

American Fidelity Fire Ins. Co.
100 Crossways Park West
Woodbury, New York 11797

C. T. Keasey
Walt Hurt
L. E. Young
Attn: Vince Gallagher
L. W. Rulien
James Cashell
David Mechring

cc: C. W. Hea[illegible]
G. M. Bal[illegible]n
A. E. Johnson
E. S. Hunter
Victor Wolfe
Gary Ross
Gary Sund

JDM:jp dpy

OREGON STATE HIGHWAY DIVISION

7871

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE

TO Oregon State Highway Commission — February 27, 1973

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
March 29 Bid Letting

Bids will be taken March 29 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. Pine Creek Bridge Section
Halfway-Cornucopia Highway, Baker County
Grade, Pave and Structures Project

Conv 19-1 a-y

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established ... if ... the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Marine Drive at Columbia River Bridge (Astoria) Section
Oregon Coast Highway, Clatsop County
Signals Project

Trav 7-6 Act

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Baldock Maintenance Station
Pacific Highway, Multnomah County
Landscaping Project

Trav 14-2 Baldock

Same as No. 2.

These matters will be on the agenda for the March 6 meeting and your approval is recommended.

DECLINED
JAN 16 1973
FILING

5 A

7871

January 15, 1973

To Oregon State Highway Commission

From F. B. Kläboe
State Highway Engineer

Subject Project Finance Approval
Baldock Maintenance Station
Pacific Hwy., Multnomah Co.

To improve the esthetic appearance of our maintenance station adjacent to the Baldock Freeway at MP 295.6, southerly of Taylors Ferry Road connection, a screen planting project is proposed.

The work, estimated to cost $31,000 will consist of planting trees, shrubs and vines, fence construction and realignment, placing of bark mulch and topsoil.

I recommend this project be contracted, utilizing state construction funds and request your approval to proceed toward a March letting.

This matter will be on the agenda for your consideration at the January 23 meeting.

cc: C. W. Head
G. M. Baldwin
E. S. Hunter
Frank Hall
L. H. Young
V. E. Skoog
Roy Olson
B. L. Gifford
H. S. Cox
Gary Ross
Gary Sund

BLG:dg dpy

RECEIVED
JAN 10 1972
FOR FILING

7871

5
1A

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 9, 1973
Salem, Oregon

SUBJECT:

To: Mr. Frank Hall
Design Engineer

B U I L D I N G

Some time back you prepared plans for landscaping of the Baldock Maintenance Station site.

I am not sure where the prepared plans are currently located, however, please resurrect them and prepare the project for contracting at the March 1973 letting. This project will be financed with State funds.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: F. B. Klaboe
L. H. Young
L. W. Rulien

Plans are ready.
Roy.

1-16-73
cc Young
FBH

1 Hall
A. Olson
3 Turpin
Cecil
Swanson
2 Nek. Olson Copy
Trout

RECEIVED
JAN 12 1973
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receive ☐
Do not ☐
Return To
Bring Up ___/___/___
Other

7872 Bandon-McTimmons Road Sec. of the Oregon Coast Hwy. (Paving) 1973

7872 ?

October 5, 1973

The Travelers Indemnity Company
Fidelity & Surety Dept.
700 Main Street
Hartford, Connecticut 06100

Gentlemen:

Contract No. 7872 awarded to J. C. Compton Company for paving on the Bandon-McTimmons Road Section of the Oregon Coast Highway in Coos County was completed on August 30, 1973, and accepted by the Transportation Commission on October 1, 1973.

Final payment in the amount of $11,676.33 will be released to the contractor after October 10, 1973. The total contract amount is $188,284.18 including $2,301.20 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

hm
cc J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Hansen & Rowland, Inc., of Oregon
1929 Georgia Pacific Building
Portland, Oregon 97204

bc C. T. Kassoy
Walt Hart
V. E. Skoog
Attn: Dick Hacek
Alfred Shirley

7872

October 2, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT Highway Project Acceptance

Contract 7872, Work Completed August 30, 1973

Project Bandon-McTimmons Road

Highway Oregon Coast, County Coos

Type of Work Paving

Contractor J. C. Compton Co.

Recommended Acceptance Date October 1, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 24 for your formal concurrence.

VG:dg

cc C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7872

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Bandon - McTimmons Road		WEEK ENDING: September 8, 1973
		SECTION PREFIX: 6-1136
HIGHWAY:		COUNTY: Coos
NAME OF JOB: Bandon - McTimmons Road	KIND OF WORK: Paving	
CONTRACTOR: J.C. Compton Co.	CONTRACT NUMBER: 7872	FEDERAL AID PROJECT NUMBER:
DATE OF CONTRACT: April 6, 1973	DATE WORK STARTED: May 5, 1973	ESTIMATED COMPLETION DATE: August 30, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS workdays 125	WORK DAYS USED: CALENDAR DAYS USED workdays 89
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 70
PROJECT AUTHORIZATION: $240,297.50		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $221,226.50	ENGINEERING AUTHORIZATION $19,053.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $187,702.98	ENGINEERING COST TO DATE $15,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86
ESTIMATED PERCENT: OVERRUN / UNDERRUN 15 %	PERCENT OF AUTHORIZATION 81 %	DATE PROJECT WAS COMPLETED: August 30, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					6.00 ~~6.00~~
MILES PARTIALLY COMPLETED					
MILES COMPLETED					6.00
TOTAL ESTIMATED QUANTITIES (CONTRACT)					21,500 ton
TOTAL QUANTITIES CORRECTED TO DATE					18,798
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					18,798
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Paving
Keeney
Lloyd
Jacomond
Ihrig
Johnson
Walker

RECEIVED
SEP 10 1973
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The semi-final completed and submitted to the Region Office.

The test result summary will not be submitted until the final test reports are received from the Lab.

There will be no penalty assessed on the aggregates, A.C. Mixture, or Asphalt in Tack. Anticipate none on the Asphalt in Mix.

This is the final report.

SIGNED V. E. Shull LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

5

OREGON STATE HIGHWAY DIVISION

7872

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 24, 1973

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7872 for paving on the Reedsport-Winchester Road Section of the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc The Travelers Indemnity Company
Fidelity & Surety Dept.
700 Main Street
Hartford, Connecticut 06106

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Building
Portland, Oregon

bc C. T. Kenney
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. E. Wertzog
Vernon Shull

5

7872

OREGON STATE HIGHWAY DIVISION

#7872

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 10, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
April 26 Bid Letting

Bids will be taken April 26 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for

1. Clear Creek Bridge Section
Woodburn-Estacada Highway, Clackamas County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established ... if ... the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. UPRR O'xing Hood River (Button) Bridge Section
FAS 349, Hood River County
Grade, Pave and Structure (Co-op) Project

A five-foot sidewalk will be provided along the length of the project. This project was previously on the January 23 agenda.

3. Oregon Coast Highway-Waterline Drive (Newport) Section
Waterlin Drive, Lincoln County
Grade and Pave Project

Same as No. 1. If the need for paths does arise in the future, they can be added at that time.

4. Nestucca River (Pacific City) Bridge Section
FAS 618, Tillamook County
Structure Project

A sidewalk will be provided on the south side of the structure.

5. Nedonna Beach-Barview Section
Oregon Coast Highway, Tillamook County
Overlay Paving Project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. Franklin Avenue at Wall Street (Bend) Section
Century Drive Highway, Deschutes County
Signal Project

Same as No. 5.

7. Sutherlin (N. E. First Avenue) Section, Douglas County
Grade and Pave Project

A five-foot sidewalk will be provided along each side of the project.

The following listed overlay and rock production projects were not included on the agenda for the March 6 meeting. Bids for these projects were received on March 29, 1973. For documentation of our records, footpaths and bicycle trails are not incorporated on these projects as no new highway construction, reconstruction or relocation is involved:

8. Rainbow Rock Section
Oregon Coast Highway, Curry County
Rock Production Project

9. Maupin Section, The Dalles-California Highway, Wasco County
Rock Production Project

10. Grass Valley Section, Sherman Highway, Sherman County
Rock Production Project.

11. Willamette Junction Section, Willamette and The Dalles-California Highways, Klamath County
Rock Production Project

12. Heppner Section, Heppner and Heppner-Spray Highways
Morrow County
Rock Production Project

13. Ukiah Section, Pendleton-John Day and Ukiah-Hilgard Highways, Umatilla County
Rock Production Project

14. Dean Creek-Hill Creek Section
Umpqua Highway, Douglas County
Paving Project

15. Sandon-McTimmons Road Section
Oregon Coast Highway, Coos County
Paving Project

16. Lake County Line-Gap Ranch Section
Central Oregon Highway, Harney County
Paving Project

17. Jamieson-Willow Creek Section
John Day Highway, Malheur County
Paving Project

18. Elgin Section, Weston-Elgin and Wallowa Lake Highways, Union County
Rock Production Project

These matters will be on the agenda for the April 17 meeting and your approval is recommended.

bc C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
Gary Sund

JDM:jp/ESH ja

5

7872

April 6, 1972

J. C. Compton Company
P. O. Box 66
McMinnville, Oregon 97128

Gentlemen:

Enclosed are three copies of Contract No. 7872 awarded to you today for paving on the Reedsport-Winchester Bend Section of the Oregon Coast Highway in Coos County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin April 10, 1972.

Very truly yours,

C. W. Hood, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. H. Graham, Assistant Secretary

bm
Enclosures

bc: C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. H. Versteeg
Vernon Shull

7873 Rainbow Rock Sec. of the Oregon Coast Hwy. north of Brookings (Rock Production) 1973

7873

5

August 9, 1973

Safeco Insurance Co. of America
4347 Brooklyn Avenue, N. E.
Seattle, Washington 98105

Gentlemen:

On August 3, 1973, we wrote to you concerning release of final payment on Contract No. 7873 awarded to Perry Creek Rock & Concrete, Inc., for the Rainbow Rock Production Project on the Oregon Coast Highway in Curry County.

Final payment on this contract is $8,361.66 and the total contract amount is $44,633.13. No work was performed under force account.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

bc
cc Perry Creek Rock & Concrete, Inc.
P. O. Box K
Brookings, Oregon 97415

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Nasek
Alfred Shirley

7873

August 9, 1973

Safeco Insurance Co.
500 S.W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

Contract No. 7873 awarded to Ferry Creek Rock and Concrete, Inc., for work on the Rainbow Rock Section of the Oregon Coast Highway in Curry County was completed on June 30, 1973, and accepted by the Transportation Commission on August 1, 1973.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before August 8, 1973.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

The
co

Ferry Creek Rock & Concrete, Inc.
P. O. Box E
Brookings, Oregon 97415

C. T. Keaney
Walt Hart
V. E. Skoog Attn: Dick Kacek
Alfred Shirley

7873

August 1, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator of Highways &
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7873, Work Completed June 30, 1973

Project Rainbow Rock

Highway Oregon Coast. County Curry

Type of Work Rock Production

Contractor Ferry Creek Rock & Concrete, Inc.

Recommended Acceptance Date August 1, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 14, 1973 for your formal concurrence.

VG:pr

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

RECEIVED
AUG 3 1973
OFFICE OF
DIRECTOR of TRANSPORTATION

7873

5

FORM E-1 (REV 10-62)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Rainbow Rock		WEEK ENDING: July 7, 1973
		SECTION PREFIX: 8-8313-900
HIGHWAY: Oregon Coast		COUNTY: Curry
NAME OF JOB: Rainbow Rock	KIND OF WORK: Rock Production	
CONTRACTOR: Ferry Ck. Rock & Concrete Inc.	CONTRACT NUMBER: 7873	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 6, 1973	DATE WORK STARTED: May 7, 1973	ESTIMATED COMPLETION DATE: June 30, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: June 30, 1973	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $ 51,296.00	ENGINEERING AUTHORIZATION: $ 4,480.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 46,816.00	ENGINEERING COST TO DATE: $ 2,948.95	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 46,816.00	PERCENT OF AUTHORIZATION: 65.8%	DATE PROJECT WAS COMPLETED: June 29, 1973
ESTIMATED PERCENT: OVERRUN / UNDERRUN: ____%		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
					100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 C.Y.		
TOTAL QUANTITIES CORRECTED TO DATE			10,000 C.Y.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,007 C.Y.		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY			1		
HOURS PER SHIFT			8		

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK. DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Clear			
WEDNESDAY	Clear			
THURSDAY	Clear			
FRIDAY	Overcast			
SATURDAY	Overcast			

Routing

Keasey — Peete E

Bond B — Glenn

Jackmond — Berg

Hardt

Johnson

Walker

RECEIVED
JUL 9 1973
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 2	Contractor removed equipment from stockpile site and tood down contractor identification signs and traffic warning signs.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Field crew remeasured stockpile on Monday.

Semi-final estimate mailed to Region office 7-6-73.

This will be the last weekly report on this project.

SIGNED Fr. D. Morrison LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

5

OREGON STATE
HIGHWAY DIVISION

7873

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 23, 1973

Perry Creek Rock & Concrete, Inc.
P. O. Box K
Brookings, Oregon 97415

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7873 for rock production on the Rainbow Rock Section of the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Safeco Insurance Co. of America
4347 Brooklyn Avenue, N. E.
Seattle, Washington 98105

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. H. Versteeg
F. D. Morrison

7874 Dean Creek-Mill Creek Sec. of the Umpqua Hwy. east of Reedsport (Paving) 1973

7874

December 28, 1973

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

Gentlemen:

A post-final payment for $1,016.80 will be made to J. C. Compton Co. on Contract No. 7874 for work on the Deem Creek-Mill Creek Section of the Umpqua Highway in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $250,050.44 including the post-final payment. Of the total, $2,734.61 is for force account.

Very truly yours,

G. W. Read, Manager
ADMINISTRATIVE SERVICES

jc
cc: J. C. Compton Co.
P. O. Box 66
Myrtleville, OR 97128

Hanson & Haviland, Inc., of Oregon
1929 Georgia Pacific Building
Portland, OR 97204

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
A. Shirley

7874

November 7, 1973

TO Oregon Transportation Commission

FROM F. S. Klaboe, Administrator
and State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7874, Work Completed September 19, 1973

Project Deam Creek-Mill Creek

Highway Umpqua, County Douglas

Type of Work Paving

Contractor J. C. Compton Co.

Recommended Acceptance Date November 5, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on November 21 for your formal concurrence.

VG:dg

cc C. M. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7874

October 9, 1973

The Travelers
Surety Department
1200 Sixth Avenue
Seattle, Washington 98101

Attention: Mr. Lawrence J. Newton
Field Assistant

Gentlemen:

This is to acknowledge your letter of October 4, 1973, and to confirm that September 19, 1973, was the completion date for Contract No. 7874. The zero dollar figure on your Item #2 was a result of a misinterpretation on our part and should have read 100%.

We are waiting for instructions from our construction office as to the acceptance date of the contract, after which final payment will be made. I hope this information meets your requirements and that I have answered all your questions.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

by
R. M. Graham, Assistant Manager

t
Encltd

THE TRAVELERS

Surety Department
W. Joseph Scudder, Manager

October 4, 1973

State of Oregon
Highway Commission
Salem, Oregon

Attn: R. M. Graham

Re: Douglas County
Miller Creek to Dean Creek
Section of Umpqua Highway
Contract Number 7874
Travelers Bond Number 886A2081
J. C. Compton Co., Principal

Dear Mr. Graham:

This office sent the State of Oregon a Status Inquiry on the captioned project, dated September 20, 1973. It was returned on October 1, 1973 and indicated the contract was completed on September 19, 1973. However, on item #2 of the Inquiry (if contract uncompleted, please state) where it states approximate percentage of dollar amount or contract completed or delivered, the Form was filled in showing a zero amount.

Would you please clarify your response. Is the contract actually completed as of September 19th as you stated? Does the zero dollar figure on item #2 represent that no work has been done to date? Your comments on this matter will be appreciated.

Very truly yours,

Lawrence J. Newton

Lawrence J. Newton
Field Assistant
Surety Department

LJN:slh

RECEIVED
OCT 5 - 1973
HIGHWAY
ADMINISTRATIVE SERVICES

ROUTED
C. W. HEAD

TRANSMITTAL SLIP

DATE 7-8-74

BALDWIN	CITY-COUNTY	MATERIALS	
KLABOE	CONSTRUCTION	OFFICE ENGINEERING	
JOHNSON	EQUIPMENT-SHOPS	PARKS	
HUNTER	ENVIRONMENTAL	PERMITS & WEIGH.	
SCHROEDER	FINANCE	PERSONNEL	SECRETARY
COULTER	FHWA	PLANNING	SIGN SHOP
ADM. ASSISTANT	LOCATION	PUBLIC AFFAIRS	TRAFFIC
BRIDGE DESIGN	MAINTENANCE	RADIO	FILES
CHIEF COUNSEL	MANAGEMENT SERVICES	RESEARCH	MAIL
		RIGHT OF WAY	ESHB
		ROAD DESIGN	REGION ☐

ATTENTION:

NOTED
F. R. KLABOE

FROM: ROAD DESIGN NW

ACTION

- ☐ NOTE AND FILE
- ☐ NOTE AND RETURN TO ME
- ☐ RETURN WITH MORE DETAILS
- ☐ NOTE AND SEE ME
- ☐ PLEASE ANSWER
- ☐ FOR YOUR APPROVAL
- ☐ PREPARE REPLY FOR MY SIGNATURE
- ☐ TAKE APPROPRIATE ACTION
- ☐ PER YOUR REQUEST
- ☐ SIGNATURE
- ☐ FOR YOUR INFORMATION
- ☐ INVESTIGATE

COMMENTS Grandview (MP. 5.8 to 19.2)
your request for abandoned
parking lot 72.
Kal

OSHD E 100 (REV. 2-73) 31°179019-734

10-5-13

NARRATIVE REPORT
Dean Cr. - Mill Cr.
Umpqua Highway
Douglas County
10-1151 Contract 7874

Mr. Alfred Shirley, Jr.
Region Engineer
Roseburg, Oregon

Work commenced August 30, 1973 when the Construction signs were installed.

Paving commenced September 10, and was completed September 18. There was considerable patching throughout the project as the old pavement grade was quite out of shape. We succeeded in restoring the grade for drainage and rideability, however, longitudenal undulations are visible.

State Maintenance Forces prepared the shoulders for paving, dressed shoulders and restored approaches with no delay to the contractor.

Our Contractor purchased the aggregates from Umpqua Navigation Co. and these were placed in one pile by Price Agreement. I prefer two piles for this quantity when a continuous-mix plant is used.

By Price Agreement the Asphalt specifications were changed from 120/150 to AR-20. It does react differently while laying in that it does not set up as rapidly. We found it could not be finish rolled as soon, had to keep traffic off longer, particularly while stopped, and the heat does not have to be as high to maintain workability. Only time will tell if it is superior, inferior or no difference.

The test result summary, A.C. Straightline chart and Region Certification will be submitted when all test results are received from the Materials Section.

Vernon E. Shull
Vernon E. Shull
Resident Engineer

1 Versteeg
A. Olson
2 Terpin
Scott
Copy Swenson
R. Olson
Trout

RECEIVED
OCT 4 1973
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up / /
Other

RECEIVED
STATE HWY ENGR
OCT 5 '73
REFER TO
FOR
Info | Inves | /D | /R | /F | ~ | File

7874

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Dean Cr. - Mill Cr.		WEEK ENDING: September 29, 1973
		SECTION PREFIX: 10-1151
HIGHWAY: Umpqua		COUNTY: Douglas
NAME OF JOB: Dean Cr. - Mill Cr.	KIND OF WORK: Paving	
CONTRACTOR: J.C. Compton Co.	CONTRACT NUMBER: 7874	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 6, 1973	DATE WORK STARTED: August 30, 1973	ESTIMATED COMPLETION DATE: September 19, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: workdays	WORK DAYS USED: workdays
	SPECIFIED CALENDAR DAYS: 125	CALENDAR DAYS USED: 112
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 90
PROJECT AUTHORIZATION: $ 304,180.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 280,060.00	ENGINEERING AUTHORIZATION: $ 24,120.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 250,255.00	ENGINEERING COST TO DATE: $ 18,685.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 89
ESTIMATED PERCENT: [redacted] UNDERRUN . . . . . 10.6 %	PERCENT OF AUTHORIZATION . . . . . 77 %	DATE PROJECT WAS COMPLETED: September 19, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					7.8
MILES PARTIALLY COMPLETED					7.8
MILES COMPLETED					7.8
TOTAL ESTIMATED QUANTITIES (CONTRACT)					27,000 ton
TOTAL QUANTITIES CORRECTED TO DATE					26,300 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					26,300
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Rouling
Keasey
Bond
Jackmond
Hardt
Johnsen
Walker

RECEIVED
OCT 1 1973
CONSTRUCTION SECTION

Scofield
Glenn
Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Sept. 23 SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

Semi-Final completed and will be delivered to Region Office Monday.

This is the Final Report.

SIGNED ~~Vernon E. Chull~~ By: Robt Hellis LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-7216

.7874

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
U. S. COULTER

Salem, Oregon
August 1, 1973

SUBJECT: Trial Use of Viscosity Graded Asphalt Contract #7874

To: A. Shirley
Region Engineer
P. O. Box 1128
Roseburg, Oregon 97470

Asphalt suppliers have been contacted regarding their providing viscosity graded asphalt on specific contract projects. Mr. Dave Houck of the Union Oil Company, Portland Office has indicated that AR20 grade rather than 120-150 can be supplied for the Dean Creek-Mill Creek project, Contract #7874.

The change will result in the use of an asphalt of nearly the same consistency as Union 120-150 normally supplied. Uniformity of the asphalt should be improved in that mixing, laydown and rolling characteristics will be consistent. Regardless of crude source, method of refining or supplier, the asphalt will maintain its expected construction characteristics.

At the recent Pacific Coast Conference on Asphalt Specifications, it was agreed by users and producers that effective January 1, 1974 asphalt will be specified by viscosity of the asphalt residue (AR) rather than penetration of the original asphalt. Also, it was decided that prior to adoption of the new specification we should collect information from field experiences using the AR grades. Therefore, we should cooperate in this effort.

Enclosed is a copy of the new specification AASHO M226-73I Table 3. A copy of a report form on the use of AR grade asphalt is also included which should be filled in upon completion of the paving. Please return a copy to this office.

It is recommended that an agreement for the change to AR20 asphalt be obtained from the contractor as soon as possible.

RECEIVED
AUG 2 1973
Office of
Assistant State Highway Engineer

The supplier has also asked to be notified regarding the change when final agreement has been reached.

JOHN C. JENKINS
Engineer of Materials & Research

By

J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Enclosure

JEW:eb

cc: H. S. Coulter
C. T. Keasey
A. W. Bates
E. Parker
G. Boyle

5. PHYSICAL REQUIREMENTS

5.1 *Tensile Properties:*

5.1.1 The material as represented by the test specimens shall conform to the requirements as to the tensile properties given in Table 3.

5.1.2 For material under 5/16 in. (8 mm) in thickness or diameter, a deduction from the percentage of elongation in 8 in. (203 mm) specified in Table 3 of 1.25 per cent shall be made for each decrease of 1/32 in. (0.8 mm) of the specified thickness or diameter below 5/16 in. (8 mm).

5.2 *Bending Properties*—The longitudinal bend test specimens shall stand being bent cold through 180 deg without cracking on the outside of the bent portion, to an inside diameter which shall have a relation to the thickness of the specimen as prescribed in Table 4.

Delete Sections 6 and 7.

NOTE:—Except for Supplementary Requirement S2 IMPACT PROPERTIES this specification agrees with ASTM A 572-72. The revised specification is identified as Interim Specification M 223-73I.

Interim Specification for

Viscosity Graded Asphalt Cement

AASHO DESIGNATION: M 226-73I

1. SCOPE

1.1 This specification covers asphalt cements graded by viscosity at 60 C (140 F) for use in pavement construction. Three sets of limits are offered in this specification. The purchaser shall specify the applicable table of limits. In the event the purchaser does not specify limits, Table 1 shall apply. For asphalt cements graded by penetration at 25 C (77 F), see AASHO M 20 for Asphalt Cement.

2. MANUFACTURE

2.1 The asphalt cement shall be prepared from crude petroleum by suitable methods.

3. REQUIREMENTS

3.1 The asphalt cement shall be homogeneous, free from water, and shall not foam when heated to 175 C (347 F).

3.2 The asphalt cements shall conform to the requirements given in Tables 1, 2 or 3, as specified by the purchaser.

4. METHODS OF SAMPLING AND TESTING

4.1 Sampling and Testing of asphalt cements shall be in accordance with the following standard methods of the American Association of State Highway Officials:

Sampling	T 40
Viscosity at 60 C (140 F)	T 202
Viscosity at 135 C (275 F)	T 201
Penetration	T 49
Flash Point (COC)	T 48
Flash Point (P.M.C.T.)	T 73
Solubility in trichloroethylene	T 44
Thin-film oven test	T 179
Ductility	T 51
Spot test	T 102
Rolling Thin film oven test	T 240
Water	T 55

TABLE 1
Requirements for Specifications for Asphalt Cement Viscosity at 60 C (140 F)
(Grading based on original asphalt)

TEST	VISCOSITY GRADE				
	AC-2.5	AC-5	AC-10	AC-20	AC-40
Viscosity, 60 C (140 F), poises	250 ± 50	500 ± 100	1000 ± 200	2000 ± 400	4000 ± 800
Viscosity, 135 C (275 F), Cs-minimum	80	110	150	210	300
Penetration, 25 C (77 F), 100 g., 5 sec.-minimum	200	120	70	40	20
Flash Point, COC, C (F)-minimum	163(325)	177(350)	219(425)	232(450)	232(450)
Solubility in trichloroethylene, percent-minimum	99.0	99.0	99.0	99.0	99.0
Tests on residue from Thin-Film Oven Test:					
Viscosity, 60 C (140 F), poises-maximum	1000	2000	4000	8000	16000
Ductility, 25 C (77 F), 5 cm per minute cm-minimum	100 [1]	100	50	20	10
Spot test (when and as specified)[2] with:					
Standard naphtha solvent	Negative for all grades				
Naphtha-Xylene-solvent, % Xylene	Negative for all grades				
Heptane-Xylene-solvent, % Xylene	Negative for all grades				

[1] If ductility is less than 100, material will be accepted if ductility at 15.5 C (60 F) is 100.
[2] The use of the spot test is optional. When it is specified, the Engineer shall indicate whether the standard naphtha solvent, the naphtha-xylene solvent, or the heptane-xylene solvent will be used in determining compliance with the requirement, and also, in the case of xylene solvents, the percentage of xylene to be used.

TABLE 2
Requirements for Specifications for Asphalt Cement Viscosity Graded at 60 C (140 F)
(Grading based on original asphalt)

TEST	VISCOSITY GRADE				
	AC-2.5	AC-5	AC-10	AC-20	AC-40
Viscosity, 60 C (140 F), poises	250 ± 50	500 ± 100	1000 ± 200	2000 ± 400	4000 ± 800
Viscosity, 135 C (275 F), Cs-minimum	125	200	250	300	400
Penetration, 25 C (77 F), 100 g, 5 sec.-minimum	220	140	80	60	40
Flash Point, COC, C (F)-minimum	163(325)	177(350)	219(425)	232(450)	232(450)
Solubility in trichloroethylene, percent-minimum	99.0	99.0	99.0	99.0	99.0
Tests on residue from Thin-Film Oven Test:					
Loss on heating, percent-maximum		1.0	0.5	0.5	0.5
Viscosity, 60 C (140 F), poises-maximum	1000	2000	4000	8000	16000
Ductility 25 C (77 F), 5 cm per minute, cm-minimum	100 [1]	100	75	50	25
Spot test (when and as specified)[2] with:					
Standard naphtha solvent	Negative for all grades				
Naphtha-Xylene-solvent, % Xylene	Negative for all grades				
Heptane-Xylene-solvent, % Xylene	Negative for all grades				

[1] If ductility is less than 100, material will be accepted if ductility at 15.5 C (60 F) is 100.
[2] The use of the spot test is optional. When it is specified, the Engineer shall indicate whether the standard naphtha solvent, the naphtha-xylene solvent, or the heptane-xylene solvent will be used in determining compliance with the requirement, and also, in the case of xylene solvents, the percentage of xylene to be used.

TABLE 3
Requirements for Specifications for Asphalt Cement Viscosity Graded at 60 C (140 F)
(Grading based on residue from Rolling Thin Film Oven Test)

TESTS ON RESIDUE FROM AASHO TEST METHOD T 240 [1]	VISCOSITY GRADE				
	AR-10	AR-20	AR-40	AR-80	AR-160
Viscosity, 60 C (140 F), poise	1000 ± 250	2000 ± 500	4000 ± 1000	8000 ± 2000	16000 ± 4000
Viscosity, 135 C (275 F), Cs-minimum	140	200	275	400	550
Penetration, 25 C (77 F), 100 g, 5 sec.-minimum	65	40	25	20	20
Percent of original Pen., 25 C (77 F)-minimum	—	40	45	50	52
Ductility, 25 C (77 F), 5 cm per min., cm-minimum	100 [2]	100 [2]	75	75	75
TEST ON ORIGINAL ASPHALT					
Flash Point, P.M.C.T., C (F)-minimum	205(400)	219(425)	227(440)	232(450)	238(460)
Solubility in Trichloroethylene, percent-minimum	99.0	99.0	99.0	99.0	99.0

[1] AASHO T 179 (Thin-Film Oven Test) may be used, but AASHO T 240 shall be the referee method.
[2] If ductility is less than 100, material will be accepted if ductility at 15.5 C (60 F) is 100.

AR GRADE PAVING ASPHALT USE REPORT

1973

AR Grade_____ Report Date_____

tract and/or Project No._____ Location: City_____ County_____ State_____

e, Road or Street Ident._____

ty_____

General Information

Production

Asphalt Plant Type

a. Batch _____

b. Continuous

(1) Regular _____

(2) Dryer Drum _____

Temperatures

a. Aggregate _____°F.

b. Asphalt _____°F.

Mix Storage

a. Silo type _____

b. Retention time _____

Mix Properties

a. Agency designation _____

b. Type

(1) Dense graded _____

(2) Open graded _____

c. Max aggregate size _____

d. Asphalt content ____%

e. Asphalt coating ____%

f. Stability

(1) Stabilometer ___

(2) Marshall _____

erks _____

2. Dryer Burner Fuel

a. Natural gas _____

b. LPG _____

c. Diesel _____

d. Oil _____

4. Mixing Time _____sec.

5. Rate of Mix Production _____tph

Placement

Mix temp. laydown _____°F.

Weather conditions

a. Air temp. _____°F.

b. Wind _____mph

c. Cir____ Cld____ Rn/Sn____

10. Lift thickness _____in.

11. Laydown method

a. Paver _____

b. Spreader box _____

c. Motor grader _____

d. Hand _____

12. Mix Characteristics

a. Workability

(1) Spreading _____

(2) Rolling _____

b. Other

(1) Smoking: None____ Minor____ Severe____

(2) Slow-setting: None___ Minor____ Severe____

Remarks: _____

Asphalt Properties

Tests	Plant* Sample	Mix Recovery Sample
13. Absolute Viscosity at 140°F., poise	____	____
14. Kinematic Viscosity at 275°F., cs,	____	____
15. Penetration at 77°F, 100 g/5 sec.	____	____
16. Percent of original penetration at 77°F.	____	____
17. Ductility at 77°F., cm.	____	____
18. Flash point, Pensky-Martens, °F.	____	____
19. Solubility in Trichloroethylene percent	____	____

* Tests 13-17 on Residue from RTFC Procedure - California Method 346E for asphalt sample taken at plant.

July 1973

AR GRADE PAVING ASPHALT USE

AR

Contract and/or Project No. _____

Location: City

Route, Road or Street Ident. _____

Agency _____

General Information

Mix Production

1. Asphalt Plant Type
   a. Batch _____
   b. Continuous
      (1) Regular _____
      (2) Dryer Drum _____

2. Dryer Burner Fuel
   a. Natural gas _____
   b. LPG _____
   c. Diesel _____
   d. Oil _____

3. Temperatures
   a. Aggregate _____ °F.
   b. Asphalt _____ °F.

4. Mixing Time _____ sec.

5. Rate of Mix Production _____ tph

6. Mix Storage
   a. Silo type _____
   b. Retention time _____

7. Mix Properties
   a. Agency designation _____
   b. Type
      (1) Dense graded _____
      (2) Open graded _____
   c. Max aggregate size _____
   d. Asphalt content ____%
   e. Asphalt coating ____%
   f. Stability
      (1) Stabilometer ____
      (2) Marshall _____

Remarks _____

Mix Placement

8. Mix temp. laydown _____ °F.

9. Weather conditions
   a. Air temp. _____ °F.
   b. Wind _____ mph
   c. Cir____ Cld____ Rn/Sn____

10. Lift thickness _____ in.

11. Laydown method
    a. Paver _____
    b. Spreader box _____
    c. Motor grader _____
    d. Hand _____

12. Mix C
    a. W
    b. O
    Remar

Tests

13. Absol
14. Kine
15. Pene
16. Perc
    77°F
17. Duct
18. Flas
19. Solu
    perc

* Tests l
  Method

OREGON STATE
HIGHWAY DIVISION

7874

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 24, 1973

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7874 for paving on the Dumm Creek-Hill Creek Section of the Umpqua Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc The Travelers Indemnity Co.
Fidelity & Surety Dept.
700 Main Street
Hartford, Connecticut 06108

Hansen & Rowland, Inc. of Oregon
1939 Georgia Pacific Building
Portland, Oregon

bc C. T. Kassay
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. H. Verstoeg
A. W. Bates

7875 Lake County Line-Gap Ranch Sec. of 1973
the Central Ore. Hwy. W. of Burns
(Paving)

7875

December 10, 1973

Safeco Insurance Co.
500 S.W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

Contract No. 7875 awarded to L. L. Coats for paving on the Lake County Line-Gap Ranch Section of the Central Oregon Highway in Harney County was completed on October 3, 1973, and accepted by the Transportation Commission on December 6, 1973.

Final payment in the amount of $13,728.01 will be released to the contractor after December 15, 1973. The total contract amount is $286,650.53 including $10,358.40 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. V. Reed, Manager
ADMINISTRATIVE SERVICES

Enc

cc Mr. L. L. Coats
S.E. Newport Ave.
Bend, Oregon 97701

C. T. Keaney
Walt Hart
V. E. Skaug Attn: Dick Hanek
J. F. Putnam

7875

December 6, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7875, Work Completed October 3, 1973

Project Lake County Line-Gap Ranch

Highway Central Oregon, County Harney

Type of Work Paving

Contractor R. L. Coats

Recommended Acceptance Date December 6, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 19, 1973 for your formal concurrence.

VG:bb

cc: C. M. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
H. J. Hart

TO

7875

5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Lake Co. Line - Gap Ranch	WEEK ENDING: November 17, 1973
		SECTION PREFIX: 13-1113
	HIGHWAY: Central Oregon	COUNTY: Harney
NAME OF JOB: Lake Co. Line - Gap Ranch	KIND OF WORK: Paving	
CONTRACTOR: R. L. Coats	CONTRACT NUMBER: 7875	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 6, 1973	DATE WORK STARTED: June 7, 1973	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR ~~WORK~~DAYS: 159	WORK DAYS USED / CALENDAR DAYS ~~WORK~~DAYS USED: 161
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 101.2
PROJECT AUTHORIZATION: $321,976.80		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $296,445.60	ENGINEERING AUTHORIZATION: $25,531.20	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $294,393.43	ENGINEERING COST TO DATE: $16,469.26	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96.5
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 0.7 %	PERCENT OF AUTHORIZATION 64.5 %	DATE PROJECT WAS COMPLETED: October 3, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					7.4
MILES PARTIALLY COMPLETED					0
MILES COMPLETED					7.4
TOTAL ESTIMATED QUANTITIES (CONTRACT)					29,800 ton
TOTAL QUANTITIES CORRECTED TO DATE					29,622 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					29,622 ton
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project complete
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED NOV 19 1973 CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

FINAL WEEKLY REPORT FOR THIS PROJECT.

Semi-final estimate submitted to the Region office November 15, 1973

SIGNED W K Robertson LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

7875

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 12, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
Lake County Line-Gap Ranch Section
Central Oregon Highway
Contract No. 7875

R. L. Coats, contractor on this project, has requested a 34-day time extension because of a shortage of fuel for his paving plant. The contractor cites monthly allocations of diesel fuel which he must accumulate to perform the paving work. Rock crushing is in progress. It is expected that paving will start soon and be completed this month. An additional 34 days extends the contract time to late September, which should still permit good working conditions in this project area. To be very fair in dealing with the fuel shortage problem, I have granted a 34-day extension of this contract time. This is a State project.

This matter will be on the agenda for your concurrence at the September 19 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
J. F. Putnam
W. W. Robertson
Vince Gallagher
Gary Sund
Bob Whipps

JAB:fr dpy

7875

5

September 12, 1973

Mr. R. L. Coats
1270 Trenton Avenue
Bend, OR 97701

Dear Mr. Coats:

We have reviewed your request for 34 days time extension on Contract No. 7875 on the Lake County Line-Gap Ranch Section of the Central Oregon Highway in Harney County.

Careful consideration was given to the reason submitted. Fuel and energy shortages are a new problem area, and we wish to be fair and equitable in dealing with it. An extension of 34 days is granted which extends the allowable contract completion to late September.

We trust you will make every effort to complete the project within this extended time.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
J. F. Putnam
W. W. Robertson
Vince Gallagher

JAB:fr dpy

H. Scott Coulter

9-6-73

John Bond.—

After discussion in this office and w/ Legion, ~~to~~ we should believe contraction and accumulate fuel shortage as being real reason for delay in work.—

Scott

Routing

Keesey
Bond
Jackmond
Hardt
Johnsen
Walker

RECEIVED
SEP 7 1973
CONSTRUCTION SECTION

Pease
Glenn
Berg

FORM S-50 (REV. 10-60)

RECEIVED
SEP 4 1973
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1973

SUBJECT: Lake County Line-Gap Ranch Section
Contract No. 7875
Request for Time Extension

To: H. S. Coulter
Assistant State Highway Engineer

NOTED
H. S. COULTER

FROM:
John A. Bond
Construction Administration Engineer

R. L. Coats requests a 34-day extension of his contract time because of scarcity of diesel fuel. This reason was bound to crop up sooner or later on a request for time extension and probably will more in the future, so this one merits close consideration as it may be setting a precedent.

Bids were opened on this project March 29 with five bidders. Incidentally, the second bidder was only $510 above the Coats bid. One hundred twenty-five calendar workdays were allowed and this time expired August 24, so the project is now in liquidated damages at the rate of $100 per day.

I believe warnings of impending fuel shortages were in the news by the time these bids were opened (attached are items from "Business Week", "Engineering News-Record" and "Western Construction" in February and April). Assuming that the contractor could have been aware of likely fuel shortages at the time of bidding, then what would we expect to be the basis of bidding? Our specifications (108.09) make provision for adjustment of contract time for bonafide causes beyond the control of the contractor. The same spec says that we will rule out shortage or inadequacy of "labor and equipment". Presumably, these are areas within the contractor's discretion where he can do something about them. Perhaps even an item like fuel is subject to some control of the contractor, particularly in this instance where the project is near his home base where he has a permanent commercial operation. Many fuel users have been putting in additional storage of their own.

Coats started crushing for this project on August 8 when the time was about 90 percent elapsed. There would be a much better case for time extension in a situation where work had been started and some progress made only to be interrupted by a shortage of fuel. In this case, paving has not started, allegedly to accumulate an allocation of fuel. This contractor has been working steadily on the Bend-Terrebonne project which he will probably complete ahead of time.

Surely, it was more economical for him to continue work on the Bend-Terrebonne paving rather than move to the subject project and then move back to Bend. The liquidated damages that could accrue here would probably not pay for such a move, so although the State has realized a benefit in getting the Bend project accomplished, I am sure it also has been to the contractor's advantage. This contractor also has a commercial operation in Bend that presumably uses fuel for day to day commercial work there.

The Region Engineer's statements concerning Extra Work Order No. 2 are misleading. Actually, work on this order has been under way. Some of it would logically be concurrent with the paving operation. Time, if any, associated with it could only be determined later when the rest of the work is performed.

I believe there is reason to question the contractor's reason for extension here. Reasons other than fuel shortage may have contributed to the delay up to this time. We must be fair with our contractors, but we should also relate to the basis of bidding and the actual reasons for delays. This has been discussed with the Construction Engineer. We can visualize circumstances on a project where fuel shortage would be a proper reason for extending contract time, but we do not believe it is in this case, and therefore recommend against the time extension. We suggest it be reviewed administratively and await further advice from you before preparing draft letters setting forth the official action on this request.

JAB:fw
Enc.

Can Detroit sustain its breakneck pace?

Auto analysts were pinching themselves in disbelief this week with word that total industry car sales in March hit 1.14-million units, a record for any month. This performance raised first-quarter sales to 2.93-million units, also a record for a first quarter.

What makes the record so impressive is that the January-March quarter is normally an inventory building time for the industry. In the first quarter, sales at General Motors were up 22% over the same period in 1972. Ford sales rose 12%, Chrysler 18%, and American Motors 33%.

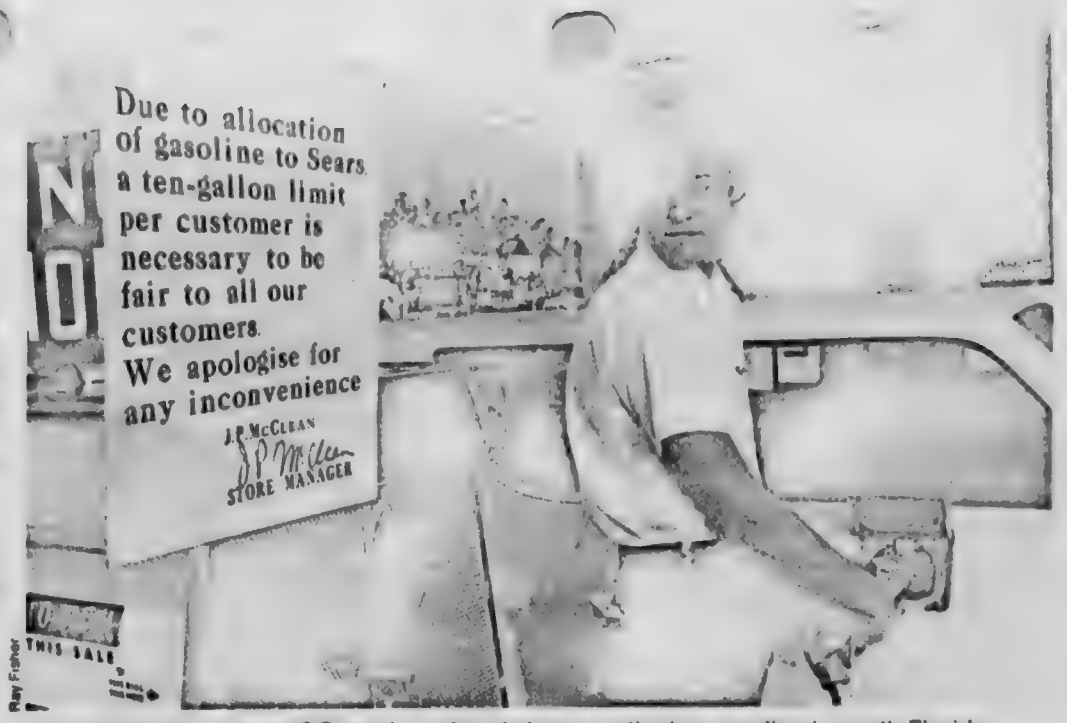
There were some differences over why sales are racing at breakneck speeds. Auto executives were trotting out their traditional reasons—strong used-car market, multiple car families increasing, personal income up, and consumer confidence increasing. Others, however, were saying that today's sales boom is borrowing from purchases of the 1974, 1975, and 1976 models, which are likely to jump in price and plummet in economy and performance when federally mandated safety and emission equipment is put on them.

'Small is in.' As for what is selling, one auto company analyst put it succinctly: "Small is in, but cheap is out." Expensive options on the smaller cars make them nearly comparable in price to some of the upper-priced and medium-priced imports.

The smallest cars—compacts, subcompacts, and imports—are taking better than one of every three car sales. Says Ford's John B. Naughton, vice-president for sales: "The total small-car market now accounts for 38% of all sales, up from 22% in 1969." Last year, these cars took only 34.7% of sales.

Intermediates, such as the Ford Torino, are outselling the standard-sized cars, such as the Chevrolet Impala. So far in 1973, intermediates account for about 23% of industry sales, compared with 22% in 1972. Standard cars, by contrast, account for only 18%, down from 20% last year.

Detroit, however, may become victim of its own success. This winter, it had hoped to build inventory for the spring and summer rush. But many of those sales may be lost because the auto makers cannot keep up with demand. In the first quarter, domestic manufacturers sold 2.47-million units, which just about consumed the quarter's total production of 2.7-million. ■


NO
Due to allocation of gasoline to Sears a ten-gallon limit per customer is necessary to be fair to all our customers.
We apologise for any inconvenience
J.P. McCLEAN
STORE MANAGER
THIS SALE
Ray Fisher
A sign of things to come? Sears has already begun rationing gasoline in south Florida.

RESOURCES

The hunt for more gasoline

Within the next week or so, emergency measures to ease the growing U. S. shortage of gasoline should emerge from the Oil Import Appeals Board in Washington. "We will put out a consolidated decision covering gasoline imports very shortly," promises James M. Day, acting director of the OIAB and director of the Interior Dept.'s Office of Hearings & Appeals.

Whenever that decision comes, 126 petitioners—most of them independents and jobbers who have claimed

Even with increased imports, the shortage will worsen by summer

hardship because of gasoline shortages—will be able to import additional supplies. But few in the oil industry see such moves as any real solution to U. S. gasoline needs. Except in special situations, imported gasoline will be more expensive than domestic gasoline, they say. And they do not think the government's move comes in time to save the situation this summer.

"I don't see how we can avert consumer rationing," says Greg Potvin, general counsel for the National Oil Jobbers Council in Washington, D. C. "Take the Grand Tetons or Yellowstone out in Wyoming. Wyoming doesn't have enough gas now for its current needs. What's going to happen when all those tourists show up?"

In South Florida, in an apparent sign of things to come, Sears, Roebuck & Co. has already begun gasoline rationing at the retail level. "Due to allocation of gasoline to Sears," it told its customers, "a 10-gallon limit per customer is necessary." Marathon Oil Co., which supplies Sears in the South Florida area, was quick to respond. "Sears made a forecast" of its demand for gasoline and "we said we could supply it on that basis." Now, demand is outstripping Sears' forecast, says Marathon.

Demand for gasoline in the U. S. increased 6% in 1972 while production increased only 5.5%, according to industry estimates. But this year, with new car sales running at a record level (page 26), demand is already running much higher. In addition, the pollution control devices on new automobiles are decreasing the efficiency of gasoline consumption. And because most refineries were pushing fuel-oil output last winter, gasoline inventories are lower now than they have been in years.

Cutbacks. The major gasoline producers already are acting to protect themselves from what most of them see as an inevitable squeeze on U. S. gasoline supplies. Mobil, for example, has notified its jobbers that they will be limited this year to 100% of their 1972 gasoline purchases. In no single month will a Mobil jobber be able to draw down more than 10% of his quota. Texaco put 200 distributors in the Los Angeles area on a rationing system, effective Apr. 1. And at Phillips Petroleum, management will not renew gasoline contracts to outsiders and has stopped spot sales.

A few producers say they could turn out more gasoline fairly quickly if they could get more crude oil for their re-

fineries. Among them are Sun Oil and Standard of Indiana—both of which say their refineries are not now running at full capacity. But unless new superports are built, there are limits to what more crude can do to alleviate gasoline shortages—particularly on a long-term basis.

Thus, no matter how bad the gasoline shortages are this summer, the major suppliers agree, things will only get worse unless more new refineries are built. And that will not happen until Washington makes radical changes in its energy and environmental policies, the industry contends.

"It would be a very foolish refiner who would go to his board of directors and ask to build a refinery in the U. S. now," says Ralph Lewis, vice-president of Gulf Oil in Houston. Gulf brought a new refinery on line in southern Louisiana in January, 1972, that added 175,000 barrels per day (and 20%) to its refining capacity. And Mobil has a new refinery in Joliet, Ill., that added 164,000 barrels per day to its capacity.

In all, six new refineries came on stream in the U. S. between 1970 and 1972. But today, according to Lewis, no refiner knows what the gasoline rules are going to be some three years hence when a new facility could be expected to be running. To design a new refinery, he must know, for example, what federal specifications will be at that time in regard to no-lead gas and where and what kind of crude he will be using. Moreover, suitable land must be available.

"Certainly, one of the major reasons refineries are not being built," says William C. Douce, executive vice-president of Phillips Petroleum, "is that it's so difficult to locate sites because of environmental objections."

Price worries. There is also the matter of return on investment. "Unless the price environment changes or some other basis is established that provides a more optimistic assessment of refined oil products, no one is going to be spending the $200-million to build a new refinery," predicts Theodore Eck, economist for Standard Oil of Indiana.

At present prices, says Eck, oil refiners in the U. S. would get only about a 4% return on their investment in new refining capacity, and that is unacceptably low. "We have to get at least 10% or more like 12% for this type of risk investment," he insists.

A number of U. S. oil companies have been looking at the possibility of building new refineries outside the U. S. But that, too, is now risky, because of reports that the Administration is planning a new oil import control program that would encourage construction of U. S. refineries using such sweeteners as guaranteed crude supplies and special import license exemptions. ■

Talcott winds up in Sindona's stable

James Talcott, Inc., of New York had been a leading commercial finance and factoring company for most of its 115 years. In 1968, it decided to build a conglomerate and changed its name to Talcott National Corp. But the acquisitions did not work. Three of the four companies that Talcott bought have been sold in recent weeks, causing the company a loss of $19.6-million from extraordinary charges. The fourth, a profitable operation, will be sold soon.

Talcott's four-year fling has cost the company its autonomy. Last week, Talcott appeared to have become another property of Michele Sindona, the

Klaus Peter Fischer

Milanese investor Sindona outmaneuvered New York competitors for Talcott stock.

enigmatic and secretive Milanese investor who controls banks in Italy and Switzerland, holding companies in Liechtenstein and Luxembourg, a mammoth Italian real estate developer, a few U. S. and European manufacturers, and 21.6% of Franklin New York Corp., the holding company for Franklin National Bank.

Sindona's U. S. representatives reported that the investor's wholly owned Fasco International Holdings of Luxembourg had picked up more than 51.6% of the Talcott stock on the open market. Further, Sindona's aides confirmed speculation that Sindona would then offer Talcott to Franklin at cost.

Sindona's move. Sindona, 53, pulled off something that eluded both Charles G. Bluhdorn, chairman of Gulf & Western Industries, Inc., and Laurence and de[illegible]respectively, of Loew's Corp. In December, a G&W unit, Associates First Capital Corp., made a tender offer for Talcott shares at $20. But after nearly 80% of the outstanding common had been tendered, the Justice Dept. threatened a suit on antitrust grounds, and the offer was withdrawn last month. Loew's then made an offer at $17 per share. Meanwhile, Fasco started buying shares, traded on the New York Stock Exchange.

Shorn of its manufacturing units, Talcott is an attractive buy. Like commercial finance, factoring—paying clients cash to take over their receivables—generates a lot of cash, and Talcott is a leader in the field. For bank holding companies especially, factoring is also a desirable new business. Finally, the price was right. Sindona paid $15 to $17 per share, half Talcott's 1968 highs.

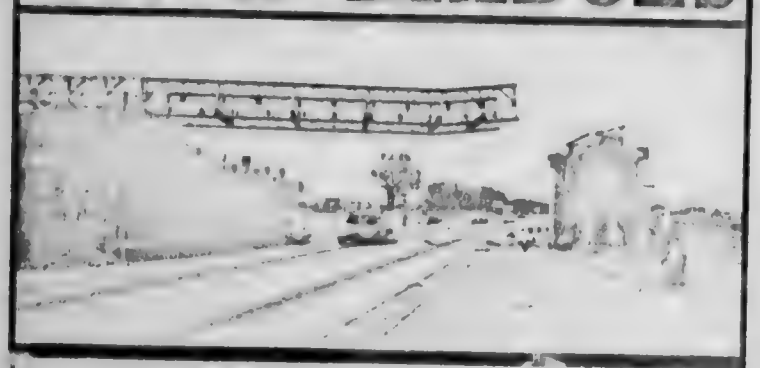
Sindona, however, is not yet home free. If Franklin takes up a Sindona offer to sell it Talcott, the move could force federal bank holding company authorities to resolve regulatory uncertainties as they apply to holding companies generally and Franklin in particular. But the threat of government intervention apparently does not worry Sindona. Says an aide in Milan: "We will keep it, run it for ourselves. We think it will make lots of money."

Just friends. When reports of Sindona's interest in Talcott first surfaced, there was speculation that he was acting in liaison with Bluhdorn. G&W acquired Brown Paper Co. from Sindona in the 1960s. And with Sindona's help, G&W in 1970 bought a 6% stake in Societa Generale Immobiliare, the Italian real estate development company that Sindona now controls with 40% of the stock. G&W has sold out most of its holding, but Bluhdorn still sits on the board.

Argues a Sindona aide now: "G&W was like a lover for us. We had a good time together and remain good friends, but the relationship is over."

Whatever he does with Talcott, Sindona faces fewer problems than did its current management. The company's biggest acquisition, made only in 1971, was Medallion Insurance Group. Of Talcott's extraordinary losses, Medallion generated $13.3-million. "It constantly seemed necessary to plow more cash into the reserves of that company," says Paul C. Maylone, senior vice-president and secretary. Partly because of Medallion's cash needs, Talcott's traditional businesses also suffered, he says. Medallion was sold on Mar. 6 to Joe C. Greene, a Springfield, Mo., lawyer. Talcott's finance and factoring operations produced $6.5-million in earnings last year, down from $7.7-million in 1971. ■

HAUL BRIDGES



sales & rentals

BAILEY BRIDGES, INC.
P. O. Box 1186
San Luis Obispo, California 93401
805/543-8083

Write in No. 5 on Inquiry Card

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We just cut down the noise.

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Range: 8-500 HP. Service centers coast-to-coast.

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DEUTZ

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Write in No. 6 on Inquiry Card

DOT has about $10 million to spend on this, by virtue of a special supplemental appropriation (it wanted $35 million). Meanwhile, Congress has already re-opened the battle over a full-scale highway funding bill, right where it left off last year. Transit advocates, with strong Administration support, are trying again for a share of the Highway Trust Fund money. Road advocates are entrenched to ward off the attack.

Energy crunch hits Midwest

THE "ENERGY CRISIS," lack of adequate supplies of fuel, mostly natural gas, has already started to pinch the Midwest, where transport of fuel is tougher than on the coasts. It is having another repurcussion: Easing of restrictions on import of asphalt. Ironic is the fact that ever since a California company discovered that asphalt could be made at the refinery (Union Oil), there has been little need for import of asphalt at all. Now, however, with elimination of lead and other additives from gasoline, more of the oil "barrel" must go into gasoline. Hence, there's less left for asphalt.

Stream protection bill enacted

EVEN the passage (over a Presidential veto) of the $24.6 billion stream pollution control act amendments doesn't insure any large level of spending: The bill provides more than three times the money the President had requested (for 75 percent grants, some aid to industry in meeting standards of "best practical" and "best available", other changes). And the White House has made it clear that it will not permit spending to levels indicated—even though major impact will not really hit for about three years.

Major ports needed for imported oil

CONGRESS is getting interested in that "deep water ports" survey—recently extended to include the entire West Coast—being conducted by the Corps of Engineers. Spark for the survey is the growing "energy crisis" and the need for deepwater ports to handle huge tankers bringing petroleum, liquid natural gas and similar products to the U.S. West Virginia's Senator Jennings Randolph, longtime chairman of the Senate's Public Works Committee, served notice that his committee will look into the whole question—fearing that a deepwater port program entirely oriented to bringing in oil will upset the U.S. economy.

AGC wants lumber pricing probe

AN INVESTIGATION of lumber pricing has been called for by the Associated General Contractors—which asks the Price Commission to look into industry practices. Among other things,AGC objects to export of logs while domestic shortages exist and prices keep rising; the way mills curtail production when maximum yearly profits permitted by the Price Commission have been reached; the alleged practice of mills accepting rebates from railroad companies for loss of weight caused by drying on long shipments (while charging buyers for full original weight), and others. Price Commission— with its powers extended to April by Congress—has given no indication as to what action it might take.

Construction may feel summer fuels pinch

The fuels shortage that is spreading across the U.S. is affecting construction projects in some areas, while in other regions supplies are reported to be secure. In those areas where no shortages exist, contractors are looking with some alarm to the summer and beyond when contracts for diesel fuel, asphalt, or gasoline supplies are due for renewal.

Shortages of diesel fuel are particularly acute in the Southwest and the Mountain States, with spot shortages expected in the Southeast. While gasoline is used to a lesser extent on construction jobs, it also is becoming scarce. According to the Society of Independent Gasoline Marketers of America's Washington representative, Edward A. McDermott: "Gasoline shortages that began on the West Coast have been spreading eastward." And with spreading shortages have come higher prices.

Greg Potvin, general counsel of the National Oil Jobbers Council in Washington, says: "Stocks of diesel fuel in the Northeast and the South are adequate, but in the Midwest a widespread diesel shortage is possible and in the West severe spot shortages are likely."

One of the U.S.'s largest construction companies, with projects in the Southwest and Mountain States, said that the diesel situation was critical in those two areas. Another large construction firm that refused to be identified said that "while we have managed to buy enough fuel for our immediate and future needs, we don't know if we can do that a couple of months from now."

Bruce Cloud, executive vice president of the H. B. Zachry Co., San Antonio, Texas, says: "We have run into shortages on all our jobs, but so far have been able to meet them. In some cases we have had to go outside to independents and pay higher prices to keep the jobs rolling. We were close to shutting down one day on a highway job, but managed to obtain fuel two hours before our supplies ran out."

Scrambling for supplies. The fuel situation for contractors in many areas is not yet critical, as in Texas, for example, because contractors have managed to avoid shortages by spreading orders among more suppliers. The problem is expected to get more intense as contractors face increasing short supplies of diesel and asphalt this summer.

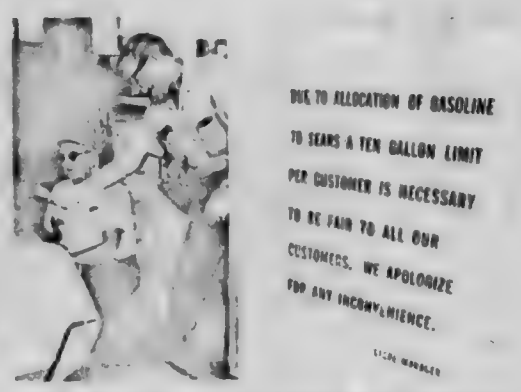
Heavy equipment may run out of diesel fuel.

Tom Johnson, executive secretary of the Texas Associated General Contractors' heavy construction division, says the severe winter has caused a lot of damage to highway surfaces. "In Waco, 86 miles must be resurfaced and the asphalt supplier in that area will be hard pressed to supply the hot mix."

Some construction firms have been forced to switch suppliers to avert work stoppages. Others are afraid to switch for fear of being cut off completely. Some companies have resorted to stockpiling because few can get guarantees of future supplies.

Another major factor affecting contractors is that both diesel fuel and asphalt prices have skyrocketed in the past 90 days. In many regions of the country diesel has gone up as much as 50%. Diesel prices have jumped 3 cents a gallon in less than three months in the Southeast. Prices for asphalt and diesel oil have also increased in Texas, diesel oil going from 24 to 28 cents.

Squeeze on pavers. Some areas of the country that report no fuel problems for most construction sectors, indicate a squeeze on pavers, particularly in the Midwest. Denton Construction Co., a Detroit-based highway paver has been stopped cold in efforts to line up supplies for this summer's projects. President Edward Denton says: "In several areas we haven't been able to get *any* commitments from *any* supplier to furnish gasoline at *any* price." Some of the prices he does get are running 50% higher than last year. Problems like this plague Denton's five Michigan projects and a job in southern Indiana.


DUE TO ALLOCATION OF GASOLINE
TO SEEMS A TEN GALLON LIMIT
PER CUSTOMER IS NECESSARY
TO BE FAIR TO ALL OUR
CUSTOMERS. WE APOLOGIZE
FOR ANY INCONVENIENCE.

Gasoline may flow in decreasing quantities.

One state that seems to have escaped shortages thus far is California. Spokesmen for both Guy F. Atkinson Co., South San Francisco and Gordon H. Ball, Inc., Danville, Calif., said they have had no problem getting fuel and have not been affected by the fuel shortage. But suppliers for Atkinson have told them they can expect a shortage by the summer of 1974. And there has been talk of gasoline rationing this summer in Los Angeles.

While most contractors have been able to improvise and find alternative sources of fuel during construction's slow season, the coming summer may be another matter. Raymond F. Pieper, vice president of J.S. Alberici Construction Co., Inc., in St. Louis, says, "We haven't received official word from our supplier yet about summer stock. We operate 35 to 40 cranes and 100 over-the-road units and any shortage during the peak periods could really hurt."

How badly the shortages will affect construction projects this summer depends on how contractors line themselves up for available supplies. Delayed construction projects may be the order of business.

Harbert Construction Co., Birmingham, already has experienced two-week delays on initial construction of two jobs until it could negotiate contracts for adequate fuel supplies. Contractors are finding it more difficult to find distributors throughout the U.S. who are willing to bid on large blocks of fuel and many are not taking on any new diesel customers. One major oil company salesman indicated to a Middle Atlantic construction firm that "you could be on a ration system before this season is over."

EPA threatened by its own weapon over fund impoundment difference

Taking a new tack in the fight over the Administration impoundment of funds planned for sewage treatment plant construction grants, Minnesota is charging in a lawsuit that failure to release federal pollution control funds is an action "significantly affecting the human environment" and therefore subject to the impact statement requirements of the National Environmental Policy Act. Minnesota assistant attorney general Eldon Kaul says the federal court suit must be answered by the government by May 7. He says he seeks a quick hearing on the question of law and believes a ruling could come by early summer.

Kaul says his purpose is not to force more redtape on the government, but, though a full airing of the impact considerations, to release $6 billion in sewer grant funds the Nixon administration has not permitted spent. The suit names Environmental Protection Agency Administrator William D. Ruckelshaus as the responsible federal official.

Minnesota officials have been lobbying for the release of more than $220 million, which is the state's share of the sewer grant funds for fiscal 1973 and 1974.

Democrats ponder new strategy as Nixon wins on vetoes

Democrats in Congress are considering a switch in strategy on the battle of the budget, now that President Nixon has won two significant test votes on his vetoes. The congressional leadership had believed it had an excellent chance of winning on the rural water and sewer grant program and the vocational rehabilitation bills, both of which had cleared Congress by wide margins. But when the programs were vetoed last week, Democrats found they were far short of the two-thirds vote needed to override the President's action.

As a consequence, plans for challenging the President on scores of other money-spending efforts are being scrapped in favor of a new approach of selectively trying to find the President vulnerable on certain issues.

President's energy message stresses near-term solutions

President Nixon's long awaited energy message, due for release this week, will emphasize near-term solutions to the energy crisis. The major part of the message is expected to call for restructuring of the oil import system. This will initially allow more oil to flow into the country, but the higher price of foreign oil will eventually stimulate more domestic production and the construction of more refineries. The Administration feels it can demonstrate that environmentalist opposition to such facilities is unwarranted. Nixon is also expected to propose:

Federal coordination and consultation with states to promote development of large deep-water ports for handling oil and liquefied natural gas imports that will still be needed, despite more emphasis on domestic oil production.

Relaxation of federal Clean Air Act standards that have caused many electric utilities to postpone new plant construction.

Deregulation of natural gas controls to stimulate domestic production of that fuel. The government would bar unwarranted increases in prices.

Continued federal financial aid for developing the advanced nuclear breeder reactor, but otherwise no significant change in nuclear energy policy.

Increasing the availability of offshore leases for oil and gas production.

E—220 (Rev.)—634—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 13, 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 125 days to 159 days, within which to complete our Contract No. 7875, without the assessment of liquidated damages. The said contract is described as follows:

Lake County Line-Gap Ranch Section of Central Oregon Hwy.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

April 18, 1973 to June 15, 1973, I was waiting for my allocation of diesel to build up so I could operate my 6000 Lb. asphalt plant on this project. Enclosed is a letter showing my allocations.

Respectfully submitted,

R.. L. Coats
Contractor

By R. L. Coats

CONSENT OF SURETY

Date August 14, 19 73

We, Safeco Insurance Company of America

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

SAFECO INSURANCE COMPANY OF AMERICA

C.A. Tomassene Attorney-in-fact
C. A. TOMASSENE & SON

C. A. Tomassene
Resident Agent

(SEAL)

SAFECO INSURANCE COMPANY OF AMERICA
CORPORATE
SEAL
1953
STATE OF WASHINGTON

SHELL OIL COMPANY

1660 So. Amphlett Blvd.,
P.O. Box 5500
San Mateo, Calif., 94402

June 26, 1973

CERTIFIED MAIL

R. L. COATS
1270 TRENTON AVE.
BEND OR 97701

Dear Customer:

As a result of the continuing high demand for distillates and our limited crude supply and manufacturing capability, Shell finds it necessary to continue to allocate distillates. Therefore, in order to equitably distribute our available distillates to all of our customers, Shell will allocate distillates based on your 1972 monthly purchases or contract.

The next quarter's "Monthly Base Volumes" upon which your allocation will be based are as follows: (Note: This is not the amount of material which we will be able to supply you, but the base volume from which your allocation will be determined.)

Terminal	Product	Base Volume/gals July	August	September
WILLBRIDGE	DIESEL	16,000	13,800	17,200

* Shell Distributor or Jobber Plant

For the month of July, your allocation percentage will be 85 percent of your base volume. Therefore, your July allocation is 13,600 gallons. As a result of changing supply conditions, the allocation percentage to be applied to your subsequent monthly base volumes may be changed. We will notify you of each month's allocation percentage as far in advance as possible.

During allocation, we will require that deliveries be made in normal buying patterns.

Your cooperation is appreciated during this difficult period.

Very truly yours,

SHELL OIL COMPANY

N. H. LAWSON, Manager
Western Construction Sales Area

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
June 11, 1973

SUBJECT: Order for Extra Work
Lake County Line-Gap Ranch
Contract No. 7875

To: Mr. Carroll Keasey
Construction Engineer
S A L E M

From: J. F. Putnam
Regional Engineer

Approved 6/13/73
Asst. State Hwy. Engr.

$6,000

Herewith Order for Extra Work No. 2 on subject project covering the rental of a 46-A cat and dozer at AGC rental rates, to be utilized for the building up of shoulder area and slopes throughout the length of the project.

Last summer we placed an overlay on approximately 16 miles of roadway and the Brothers Crew has yet to complete the bringing of material up against the edge to provide a safe roadway for the traveling public. The Brothers Crew consists of only six men and are not capable of finishing all of the work in one season.

District 10 Extra Gang Crew is busy with command performances and cannot be spared this summer. We anticipate this will take 150 hours for the contractor to do this work.

I recommend that this Order be approved so that we will not present a hazard to the traveling public for an unnecessary long period of time.

JFP:dn

Enclosure

cc: W. W. Robertson

Routing
Keasey — RECEIVED — Pease
Bond — Glenn
Jackmond — JUN 12 1973 — Berg
Hardt
Johnson — CONSTRUCTION SECTION
Walker

OREGON STATE
HIGHWAY DIVISION

7875

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 3, 1973

R. L. Coats
B. B. Seaport Avenue
Bend, Oregon 97701

Dear Mr. Coats:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7875 for paving on the Lake County Line-Gap Ranch Section of the Central Oregon Highway in Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Safeco Insurance Co. of America
4347 Brooklyn Avenue, N. E.
Seattle, Washington 98105

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
R. H. Clark

7875

OREGON STATE HIGHWAY DIVISION

POST OFFICE BOX 1249 BEND, OREGON 97701 382-1911

April 19, 1973

Mr. R. L. Coats
Deschutes Ready-Mix, Sand
& Gravel Company
Newport Avenue
Bend, Oregon 97701

Dear Sir:

We have found it necessary to change the Resident Engineer from R. H. Clark to W. W. Robertson on Contract No. 7875 which you were recently awarded.

All correspondence or questions pertaining to your project should be directed to the new Resident Engineer at the following address:

W. W. Robertson
Resident Engineer
P. O. Box 1249
Bend, Oregon 97701

Phone: 382-1911

Very truly yours,

J. F. Putnam
Regional Engineer

RECEIVED
APR 20 1973
Office of
Assistant State Highway Engineer

NOTED
U. S. COULTER

JFP:11

cc: H. S. Coulter
C. T. Keasey
L. H. Young
R. H. Clark
W. W. Robertson

7876 Willamette Jct. Rock Prod. Proj. S. 1973
of Bend @ the jct. of the Willamette
Hwy. and The Dalles-Calif. Hwy.

7876

September 28, 1973

United Pacific Insurance
Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On September 21, 1973, we wrote to you concerning release of final payment on Contract No. 7876 awarded to McCall Crushing, Inc. for rock production on the Willamette Junction Section of the Willamette Highway in Klamath County.

Final payment on this contract is $4,948.59, and the total contract amount is $98,971.87. No work was performed under force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

16
cc: McCall Crushing, Inc.
1070 Wilco Road
Stayton, OR 97383

bc: C. T. Keasey
Walt Hart
V. E. Skoog - Attn: Dick Hacek
J. F. Putnam

7876

5

September 21, 1973

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1276
Tacoma, Washington 98401

Gentlemen:

Contract No. 7876 awarded to McGall Grushing, Inc. for work production on the Hilamette Junction Section of the Hilamette Highway in Klamath County was completed on August 26, 1973, and accepted by the Transportation Commission on September 20, 1973.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before September 26, 1973.

No claims for labor or material have been filed with us.

Very truly yours,

G. M. Reed, Manager
ADMINISTRATIVE SERVICES

cc McGall Grushing, Inc.
9370 Hilso Road
Keyston, Oregon 97303
bc G. T. Keeney
Hilt Hart
V. L. Skeag
Attn: Dick Hacek
J. F. Putnam

7876

5

September 20, 1973

TO: Department of Transportation

FROM: F. B. Klaboe, Administrator & State Highway Engineer

SUBJECT: Highway Project Acceptance

Contract No. 7876, Work Completed August 24, 1973

Project: Willamette Junction

Highway Willamette, County Klamath

Type of Work Rock Production

Contractor McCall Crushing, Inc.

Recommended Acceptance Date September 20, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 24, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7876

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Willamette Junction	WEEK ENDING: September 8, 1973
		SECTION PREFIX: 18-8344
	HIGHWAY: Willamette	COUNTY: Klamath
NAME OF JOB: Willamette Junction	KIND OF WORK: Rock Production	
CONTRACTOR: McCall Crushing, Inc.	CONTRACT NUMBER: 7876	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 6, 1973	DATE WORK STARTED: May 26, 1973	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: — SUPERVISION: —	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: August 1, 1973	PERCENT OF TIME ELAPSED: 122
PROJECT AUTHORIZATION: $118,181.88		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $108,810.63	ENGINEERING AUTHORIZATION: $9,371.25	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $101,471.87	Exp. this Week 1,260.00 ENGINEERING COST TO DATE: $7,850.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION (incl. Engr.): 92
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 6.74%	PERCENT OF AUTHORIZATION: 84 %	DATE PROJECT WAS COMPLETED: August 26, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			22,500 CY		
TOTAL QUANTITIES CORRECTED TO DATE			22,099 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			22,099 CY		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear-Warm			
MONDAY	" "			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	" "			
FRIDAY	Ptly.-Cool			
SATURDAY	Cle r-Mild			

Routing
Keasey
Boudreau
Jackmond
Hardt
Johnson
Walker
Peters
Glenn
Berg

RECEIVED
SEP 10 1973
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work.
TUESDAY	Office personnel working on Semi-final all this week.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed Sunday, August 26, 1973.

The office personnel finished the semi-final and submitted it to Region office.

THIS IS THE LAST REPORT FOR THIS PROJECT.

E. J. Dunn

SIGNED E. J. Dunn LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

7876

August 1, 1973

McCall Crushing, Inc.
4242 - 22nd Avenue West
Seattle, Washington 98199

Attention: Mr. Thomas L. Larsen

Subject: Willamette Junction, Klamath County, Contract 7876

Gentlemen:

This letter is in reply to your July 27, 1973 letter requesting our procedures and requirements for preparing and releasing the final contract payment to the contractor.

The requirements of the contractor are outlined in subsection 105.18 (Title: Semifinal and Final Inspection) of the Supplemental Standard Specifications, Page 1 of your contract.

The procedures followed by the State are covered in the same contract under subsection 109.12 (Title: Final Estimate and Final Payment), Page 5.

I recommend that you confer with the State Highway Division Resident Engineer on the project should you wish further details. Your letter is appreciated since the cooperation of the contractor is essential to our policy of prompt contract payments.

Very truly yours,

L. H. Young
Office Engineer

VG:pr

cc: J. F. Putnam
E. J. Dunn
V. L. Gallagher

McCALL CRUSHING, INC.

P. O. Box 99127

4242 - 22ND AVENUE WEST, SEATTLE, WASHINGTON 98199

206-283-5225

Telex: 320-167

Cable: AOSENG Seattle

July 27, 1973

Mr. Vincent Gallagher
Finance Dept.
Oregon Highway Dept.
Salem, Oregon

Subject: Willamette Junction, Klamath County Contract 7876

Dear Mr. Gallagher:

Mr. Bruce Walton of your office, has advised us this morning that our first pay estimate check will not be mailed until August 3. As you know this estimate was signed on July 11 and subsequently delayed pending your receipt of our "pinky", on July 20th.

We anticipate that our second and final estimate will be ready for submittal on August 3. Please advise us of your procedure and requirements in handling our final estimate.

Since the delay in our receipt of this first estimate has caused us undue hardship, we wish to cooperate in every way to facilitate your processing of this final estimate.

Very truly yours,

McCALL CRUSHING, INC.

Thomas L. Larsen

TLL:ss
cc: C.W. McCall
Bob Alderich, Resident Engr.

7876

July 31, 1973

McCall Crushing, Inc.
P. O. Box 99127
Seattle, WA 98199

Gentlemen:

We have reviewed your request for extension of the specified completion date from July 15 to August 1, 1973, on the Willamette Junction Rock Production project on the Willamette Highway in Klamath County, Contract No. 7876.

Careful consideration was given to the reason you submitted in your request along with a fire hazard shutdown ordered July 12 through 15. In light of the available facts and the provisions of the contract, an extension of 16 days is granted which will extend the completion date to August 1, 1973.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
J. F. Putnam
E. J. Dunn
V. L. Gallagher

JAB:fw dpy

7876

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 31, 1973

TO Oregon ~~State Highway~~ Transportation ~~xxxxxxxxxx~~ Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
Willamette Junction Rock Production
Willamette Highway
Contract No. 7876

McCall Crushing, Inc., contractor on this project, has requested an extension of the specified completion date from July 15 to August 1, 1973, which amounts to a 16-day extension on this project, citing that he has encountered many buried boulders in the material source that have required separate handling and secondary shooting. Bids were received on this project March 29, 1973, with three bidders and a very favorable bid was accepted from this contractor. Liquidated damages accrue at the rate of $100 per day.

A four-day extension is readily justified because of a fire hazard shutdown ordered from July 12 through 15. The quarry development problems were unanticipated and the State oiling crew will utilize some of the oil rock before the overall contract is completed.

I have granted an extension of 16 days which will make a new specified completion date of August 1, 1973. This is a State project.

This matter will be on the agenda for your concurrence at the August 14 meeting.

cc: C. W. Head
A. E. Johnson
George Baldwin
H. S. Coulter
V. E. Skoog
C. T. Keasey
J. F. Putnam
V. L. Gallagher
Gary Sund
Bob Whipps

JAB:fw dpw

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7876 Contractor McCall Crushing Inc.

Highway Willamette

Section Willamette Junction

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend extension to August 1, 1973 because of 4-day fire hazard shutdown in July, unanticipated problems of quarry development, and availability of oil rock to State crew while contract is still in progress.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7876
Project designation	State (State-Federal)
Date awarded	April 6, 1973
Work started	May 22, 1973
Per cent completed	40 7-13-73 (Date)
Specified Completion ~~No. of Workdays Allowed~~	July 15, 1973
No. of Workdays Used	
No. of Added Workdays Requested	

FORM E-30 (REV. 10-68)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1973

SUBJECT: Willamette Junction Rock Production
Contract No. 7876
Request for Time Extension

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

McCall Crushing, Inc., requests that their specified completion date be extended to August 1 which amounts to a 16-day extension from the July 15 specified in their contract. The contractor cites that he has encountered many buried boulders that have required separate handling and secondary shooting. Bids were opened on this project March 29, 1973 with three bidders. McCall was 17.2 percent under the engineer's estimate and 15-1/2 percent under the next bidder. The contract was sent for execution April 6. The contract required four sizes of crushed material in stockpiles for a total quantity of 22,500 cubic yards.

The contractor first started work on May 22. As of the end of last week, the contract was 42 percent complete with a daily two-shift production since the first week in July of 500 cubic yards per day. At this rate, the contract will not be completed until at least mid-August. Liquidated damages accrue at the rate of $100 per day.

A four-day extension is readily justified because of a fire hazard shutdown from July 12 to 15. In fact, this could be accomplished without a formal request for time extension.

The Forest Service quarry being utilized was offered in the usual manner as a State-controlled prospective source. When this project was first advertised, the proposal carried an August 15 completion requirement. This was changed by a change letter at the request of the Region office to the July 15 completion requirement because at that time they thought the oil rock to be produced would be needed by then for oiling on the Willamette Highway. I find the oil crew is now a week behind schedule and they will use some of the available oil rock for a shorter section than originally planned while this rock contract is still in progress.

I particularly note the contractor's statement on his request that with reference to the buried large rock, this was "unknown to anyone". I would interpret from this that he is not laying groundwork for any claim for additional compensation and that

we would in no way prejudice our position in the future by being liberal at this time in granting the requested time extension. Considering also the very favorable contract prices we obtained here, I concur in the Resident and Region Engineers' recommendations for extension to the August 1 date.

This is a State project. Rough draft letters to the Transportation Commission and the contractor are attached.

JAB:fw
Enc.
cc V. L. Gallagher

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7876 Contractor McCall Crushing Inc.

Highway Willamette

Section Willamette Junction

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend extension to August 1, 1973 because of 4-day fire hazard shutdown in July, unanticipated problems of quarry development, and availability of oil mark to State cover while contract is still in progress.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7876
Project designation	State (State-Federal)
Date awarded	April 6, 1973
Work started	May 22, 1973
Per cent completed	40 7-13-73
Specified completion No. of Workdays Allowed	July 15, 1973
No. of Workdays Used	
No. of Added Workdays Requested	

EP*0206-734

E-320 (Rev.)—5M—9-61

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date ...July 10, 1973..., 19.....

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from July 15th. days to [illegible] days, within which to complete our Contract No. ...[illegible]....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Because of the status of the pit, with respect to safety and the covering up of many large rock, a reasonable cost was impossible. Production has been very slow, because this was unknown to my co.

Respectfully submitted,

[illegible], Inc.
Contractor

By Charles W McCall pres

CONSENT OF SURETY

Date ....., 19.....

We, UNITED PACIFIC INSURANCE COMPANY
.....

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. C. Beeson
Attorney-in-fact J. C. BEESON (SEAL)

J. C. Beeson
Resident Agent J. C. BEESON

S

OREGON STATE HIGHWAY DIVISION

7876

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 23, 1973

McCall Crushing, Inc.
1070 Miles Road
Stayton, Oregon 97383

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7876 for the Willamette Junction Rock Production Project on the Willamette Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
R. H. Clark

5

7876

OREGON STATE HIGHWAY DIVISION

POST OFFICE BOX 1249 BEND, OREGON 97701 382-1911

April 19, 1973

McCall Crushing, Inc.
1070 Wilco Road
Stayton, Oregon 97383

Gentlemen:

We have found it necessary to change the Resident Engineer from R. H. Clark to E. J. Dunn on Contract No. 7876 which you were recently awarded.

All correspondence or questions pertaining to your project should be directed to the new Resident Engineer at the following address:

E. J. Dunn
Resident Engineer
2557 Altamont
Klamath Falls, Oregon 97601

Phone: 882-1390

Very truly yours,

J. F. Putnam
Regional Engineer

JFP:11

cc: ~~H. S.~~ Coulter
C. T. Keasey
L. H. Young
R. H. Clark
E. J. Dunn

RECEIVED
APR 20 1973
Office of Assistant State Highway Engineer

NOTED
H. S. COULTER

7877 Jamieson-Willow Cr. Sec. of the John Day Hwy. N.W. of Vale (Pavement overlay) 1973

78777

August 28, 1973

The Travelers Indemnity Co.
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

Contract No. 7877 awarded to J. C. Compton Co. for paving on the Jacksons--Willow Creek Section of the John Day Highway in Malheur County was completed on June 11, 1973, and accepted by the Transportation Commission on August 24, 1973.

Final payment in the amount of $200 will be released to the contractor after September 2, 1973. The total contract amount is $219,108.27 including $2,533.86 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Hood, Manager
ADMINISTRATIVE SERVICES

WH
cc J. C. Compton Co.
P. O. Box 86
Hathaway Ville, Oregon 97128
bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: Dick Hacek
W. E. Schmarts

7877

5

August 22, 1973

TO: Department of Transportation

FROM: P. D. Kiahon, Administrator &
State Highway Engineer

SUBJECT: Highway Project Acceptance

Contract No. 7877, Work Completed June 11, 1973

Project Jamieson - Willow Creek

Highway John Day, County Malheur

Type of Work Paving

Contractor J. C. Compton Co.

Recommended Acceptance Date August 22, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Read
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7877

5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Jamieson - Willow Creek	WEEK ENDING: July 28, 1973
		SECTION PREFIX: 23-1121
	HIGHWAY: John Day	COUNTY: Malheur
NAME OF JOB: Jamieson - Willow Creek	KIND OF WORK: Paving	
CONTRACTOR: J. C. Compton Company	CONTRACT NUMBER: 7877	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 6, 1973	DATE WORK STARTED: April 9, 1973	ESTIMATED COMPLETION DATE: June 11, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 125	CALENDAR DAYS USED 53
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 42
PROJECT AUTHORIZATION: $257,951.45		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $237,497.15	ENGINEERING AUTHORIZATION: $20,454.30	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $237,497.15	this week: 375.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 85
	ENGINEERING COST TO DATE: $8,500.00	
ESTIMATED PERCENT: OVERRUN / UNDERRUN: under 8 %	PERCENT OF AUTHORIZATION: 41 %	DATE PROJECT WAS COMPLETED: June 11, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		5.00			5.00
MILES PARTIALLY COMPLETED		5.00			5.00
MILES COMPLETED		5.00			5.00
TOTAL ESTIMATED QUANTITIES (CONTRACT)		3900 CY			22,500 ton
TOTAL QUANTITIES CORRECTED TO DATE		3811.5 CY			22,517 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		3811.5 CY			22,517 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair, cool	0		
MONDAY	Fair, warm	0		
TUESDAY	Fair, warm	0		
WEDNESDAY	Fair, warm	0		
THURSDAY	Fair, hot	0		
FRIDAY	Fair, hot	0		
SATURDAY	Fair	0		

RECEIVED
JUL 31 1973
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate and project records submitted Monday, July 23,1973.

P. F. Burnett, Res. Engr.

SIGNED D. W. Sledge LOCATION Ontario

D. W. Sledge, Asst. Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

S

OREGON STATE
HIGHWAY DIVISION

7877

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 24, 1973

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7877 for paving on the Jamieson-Willow Creek Section of the John Day Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Dept.
700 Main Street
Hartford, Connecticut 06108

Kuesen & Rowland, Inc. of Oregon
1939 Georgia Pacific Building
Portland, Oregon

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
P. F. Burnett

#7877

5

ACG LAG 78 4-11-73 8.13 AM

DON TROUT

RE JANIESON - WILLOW CREEK
CONTRACT 7877

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout 4

RECEIVED
APR 12 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File 1
Return To
Bring Up / /
Other

CONTRACTOR DOES NOT WISH TO USE MATERIAL SOURCE IDENTIFIED ON PLANS.

R. C. LANG
BV -6.

7878 Heppner Rock Production Proj. S.W. 1973
of Heppner on Wasco-Heppner Hwy.

7878

August 13, 1973

Safeco Insurance Co.
200 S.W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On August 10, 1973, we wrote to you concerning release of final payment on Contract No. 7878 awarded to Jarl Construction, Inc., for the Heppner Rock Production Project on the Wasco-Heppner Highway in Morrow County.

Final payment on this contract is $2,072.69 and the total contract amount is $49,781.69. No work was performed under force account.

Very truly yours,

C. A. Reed, Manager
ADMINISTRATIVE SERVICES

fhm
cc Jarl Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

C. T. Kenney
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

7878

5

August 8, 1973

TO Oregon State Transportation Commission

FROM F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT Highway Project Acceptance

Contract 7878, Work Completed June 23, 1973

Project Heppner

Highway Wasco-Heppner, County Morrow

Type of Work Rock Production

Contractor Jarl Construction, Inc.

Recommended Acceptance Date August 7, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 14 for your formal concurrence.

VG:dg

cc C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7878 5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Heppener	WEEK ENDING: July 6, 1973
		SECTION PREFIX: 125-8312
	HIGHWAY: Wasco-Heppener	COUNTY: Morrow
NAME OF JOB: Heppener Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: Jarl Construction, Inc.	CONTRACT NUMBER: 7878	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 6, 1973	DATE WORK STARTED: May 30, 1973	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: June 30, 1973	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $ 53,242.50	ENGINEERING AUTHORIZATION $ 4,650	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 48,592.50	ENGINEERING COST TO DATE $ 4,194	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 50,200		DATE PROJECT WAS COMPLETED: June 23, 1973
ESTIMATED PERCENT: OVERRUN 6 %	PERCENT OF AUTHORIZATION 90 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Keasey, Bond, Jackmond, Hardt, Johnson, Walker, Pease, Glenn, Berg

RECEIVED
JUL 9 1973
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Crusher finished crushing on Sat. June 23.
Stockpile has been measured and are working on semi-final.

SIGNED E S Thompson LOCATION Kermiston

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

OREGON STATE HIGHWAY DIVISION

7878

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 24, 1973

Jarl Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7878 for the Heppner Rock Production Project on the Ruggs-Heppner Highway in Morrow County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Safeco Insurance Co. of America
4347 Brooklyn Avenue, N. E.
Seattle, Washington 98105

bc C. T. Kassey
Walt Hart
L. M. Young
Attn: Vince Gallagher
W. E. Schwartz
E. S. Thompson

7879 Grass Valley Rock Prod. Proj. north 1973
of Grass Valley on the Sherman Hwy.

7879

August 27, 1973

Safeco Insurance Co. of America
1300 S. W. First Avenue
Portland, Oregon 97201

Gentlemen:

On August 24, 1973, we wrote to you concerning release of final payment on Contract No. 7879 awarded to Jori Construction, Inc., for the Crane Valley Rock Production Project on the Sherman Highway in Sherman County.

Final payment on this contract is $3,129.39 and the total contract amount is $62,587.78. No work was performed under force account.

Very truly yours,

C. H. Reed, Manager
ADMINISTRATIVE SERVICES

bc

cc Jori Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

bc C. T. Kenney
Walt Hart
V. E. Shoog
Attn: Dick Beach
J. F. Putnam

7879

August 21, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7879, Work Completed July 14, 1973

Project Grass Valley

Highway Sherman, County Sherman

Type of Work Rock Production

Contractor Jarl Construction, Inc.

Recommended Acceptance Date August 20, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1973 for your formal concurrence.

VG:pr

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7879

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Grass Valley		WEEK ENDING: August 11, 1973
		SECTION PREFIX: 28-8311
HIGHWAY: Sherman		COUNTY: Sherman
NAME OF JOB: Grass Valley	KIND OF WORK: Rock Production	
CONTRACTOR: Jarl Construction, Inc.	CONTRACT NUMBER: 7879	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 6, 1973	DATE WORK STARTED: June 18, 1973	ESTIMATED COMPLETION DATE: July 14, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: n/a	WORK DAYS USED: n/a
	SPECIFIED CALENDAR DAYS: n/a	CALENDAR DAYS USED: n/a
PROJECT AUTHORIZATION: $ 64,978.75	SPECIFIED COMPLETION DATE: July 15, 1973	PERCENT OF TIME ELAPSED: 99%
EXCLUSIVE OF ENGINEERING: $ 59,303.75	ENGINEERING AUTHORIZATION: $ 5,675.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 62,785.94	ENGINEERING COST TO DATE: $ 3,728.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102%
ESTIMATED PERCENT: OVERRUN 5.87 %	Cost this week 331.00	DATE PROJECT WAS COMPLETED: July 14, 1973
	PERCENT OF AUTHORIZATION 65.7 %	

Including Eng'ring.: OVERRUN 4.32%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100%		
			Cu. Yds.	Cu. Yds.	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Cu. Yds.
MILES IN PROJECT			1/2"-0	3/8"-#10		1/2"-0	Over 6,000
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			0	6,000			0
TOTAL QUANTITIES CORRECTED TO DATE			6,000	6,267			1,700
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			6,000	6,267			1,700
AVERAGE DAILY QUANTITIES This week (0)			0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0	0			0
NUMBER OF SHIFTS PER DAY			0	0			0
HOURS PER SHIFT			0	0			0

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
8-5-73 SUNDAY	P. Cloudy	-		Specified Completion Date of July 15, 1973.
MONDAY	Clear			
TUESDAY	Clear			
WEDNESDAY	Clear			
THURSDAY	Cloudy			
FRIDAY	Hazy			
8-11-73 SATURDAY	Clear			

RECEIVED
AUG 13 1973
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
8-5-73 SUNDAY	
MONDAY	Project completed. No work by contractor.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
8-11-73 SATURDAY	

REMARKS

Contractor has completed all work on job. All payrolls have been checked and correction mentioned las week has been made.

Mr. J. F. Putnam, Reg. Eng'r.; Mr. J. S. Sawyer, Res. Eng'r.; and John Grassman, H.E. I; held Final Inspection of project on Tuesday, August 7, 1973. Job accepted. Third Notification was submitted effective August 7, 1973.

Semi-Final Estimate for this job was submitted on Tuesday, July 31, 1973.

Unless directed otherwise, this will be the last weekly report submitted for this project.

SIGNED J. S. Sawyer, Res. Eng'r. LOCATION P. O. Box 420, The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

OREGON STATE
HIGHWAY DIVISION

7879

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 24, 1973

Jari Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7879 for the
Grass Valley Rock Production
Project on the Sherman Highway
in Sherman County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc Safeco Insurance Co. of America
4347 Brooklyn Avenue, N. E.
Seattle, Washington 98105

bc C. T. Keasey
Walt Hart
L. E. Young
Attn: Vince Gallagher
J. F. Putnam
W. Reid Merritt

7879

OREGON STATE HIGHWAY DIVISION

POST OFFICE BOX 1249 BEND, OREGON 97701 382-1911

April 19, 1973

Jarl Construction, Inc.
Post Office Box 691
The Dalles, Oregon 97058

Gentlemen:

We have found it necessary to change the Resident Engineer from W. R. Meritt to J. S. Sawyer on Contract No. 7879 which you were recently awarded.

All correspondence or questions pertaining to your project should be directed to the new Resident Engineer at the following address:

J. S. Sawyer
Resident Engineer
P. O. Box 420
The Dalles, Oregon 97058

Phone: 296-2800

Very truly yours,

J. F. Putnam
Regional Engineer

JFP:ll

cc: ~~H. S.~~ Coulter
C. T. Keasey
L. H. Young
W. R. Meritt
J. S. Sawyer

RECEIVED
APR 20 1973
Office of
Assistant State Highway Engineer

NOTED
H. S. COULTER

yellow file copy

OREGON STATE HIGHWAY DIVISION

7879

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 9, 1973

McCall Crushing, Inc.
1075 Wilco Road
Stayton, Oregon 97383

Gentlemen:

On March 29, 1973 you submitted the following low bids:

(1) Rock Production Project on Maupin Section of The Dalles-California Highway in Wasco County. Amount of bid $35,650

✓ (2) Rock Production Project on Grass Valley Section of the Sherman Highway in Sherman County. Amount of bid $38,400. #7879

In both these bids you conditioned your bid on receiving both these projects which is contrary to Section 102 of the Standard Specifications dealing with the bidding requirements and conditions.

After discussion with our Legal Counsel, the Highway Commission on April 6, 1973, rejected both your bids and awarded the contracts to the second low bidder in each case.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Jarl Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

McCall Crushing, Inc.
P. O. Box 99127
Seattle, Washington 98199

bc C. T. Keasey
L. H. Young Attn: Vince Gallagher
Walt Hart
J. F. Putnam
W. Reid Meritt
Walt Barrie

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7879

Salem

DATE March 30, 1973

RECEIVED
MAR 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TO Memo to the File

ORIGINAL SIGNED BY
L. H. YOUNG

FROM L. H. Young
Office Engineer

SUBJECT Rock Production Jobs
Maupin Section, The Dalles-Calif. Hwy., - #7832
Wasco County
Grass Valley Section, Sherman Hwy., - #7879
Sherman County

NOTED
E. S. HUNTER

We received bids on March 29 for the subject rock production projects.

McCall Crusing, Inc., was the apparent low bidder on both jobs. However, it was noted that he had conditioned his bid on receiving both of these jobs. This is contrary to Section 102 of the Standard Specifications dealing with bidding requirements and conditions.

Section 102.08 states: "... No combination bids, other than those specifically set up in the proposals by the Department, will be considered..."

In Section 102.09, it is specified that, "... The bidder shall make no qualifications of his proposals which will reserve to himself the right to choose, from among two or more contracts, the contract or contracts for which he will accept contract awards..."

In Section 102.11, dealing with irregular proposals, it states: "If a proposal is accompanied by conditions, or offers, or reservations, or by statements concerning limitations, etc.," that the proposal will be considered irregular and may be rejected.

These two proposals were altered contrary to 102.11(c).

This was discussed with Mr. Walter Barrie, Chief Counsel for the Highway Division, and it was his opinion that acceptance or rejection for reasons under 102.11 was discretionary. This was further discussed with E. S. Hunter, who concurred with the conditions set forth above. It is therefore our recommendation that the McCall Crushing, Inc., bids on these projects be rejected and awarded to the second bidder in each case.

LHY:dg

cc A. E. Johnson
E. S. Hunter
W. Barrie
C. W. Head

7880 Ukiah Rock Prod. Proj. south of the Ukiah Jct. on the Pendleton-John Day Hwy. 1973

7880

October 4, 1973

Fidelity & Deposit Co. of
Maryland
3005 First National Bank Tower
Portland, Oregon 97201

Gentlemen:

On October 3, 1973, we wrote to you concerning release of final payment on Contract No. 7880 awarded to D Mc D Logging Company for rock production on the Ukiah Section of the Pendleton-John Day Highway in Umatilla County.

Final payment on this contract is $3,779.79 and the total contract amount is $56,546.35 including $1,002.51 for work performed under force account.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

FN:db

cc: Fidelity & Deposit Co. of
Maryland
Baltimore, 3, Maryland

D Mc D Logging Company
P. O. Box 1012
LaGrande, Oregon 97850

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
W. E. Schwartz

7880

September 28, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7880, Work Completed July 26, 1973

Project Ukiah

Highway Pendleton-John Day, County Umatilla

Type of Work Rock Production

Contractor D Mc D Logging Co.

Recommended Acceptance Date September 27, 1973

The contractor has completed all work according to specications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 24, 1973 for your formal concurrence.

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart
VG:pr

7880 FINAL REPORT 5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Ukiah		WEEK ENDING: September 7, 1973
		SECTION PREFIX: 30-8337
HIGHWAY: Pendleton-John Day		COUNTY: Umatilla
NAME OF JOB: Ukiah Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: D Mc D Logging	CONTRACT NUMBER: 7880	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 6, 1973	DATE WORK STARTED: June 6, 1973	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: August 31, 1973	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $ 61,830.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 56,430.00	ENGINEERING AUTHORIZATION $ 5,400.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 56,430.00	ENGINEERING COST TO DATE $ 4,692.88	DATE PROJECT WAS COMPLETED: Crushing 7-26-73
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 86.9%	EWO 9-6-73

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			10,127 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,127 CY		
AVERAGE DAILY QUANTITIES			0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT			0		

EQUIPMENT USED DURING THE WEEK:

1 Dozer

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Sept. 2 SUNDAY	Clear and Warm			
MONDAY 3	Clear and Warm			
TUESDAY 4	Clear and Warm			
WEDNESDAY 5	Clear and Warm			
THURSDAY 6	Cloudy -Warm			
FRIDAY 7	Rain in A.M. Ptly Cldy-P.M.			
SATURDAY 1	Clear and Warm			

Fenton — Keasey — Bond — Jackmond — Hardt — Johnson — Walker — Price — Glenn — Berg

RECEIVED
SEP 10 1973
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
Sept. 2 SUNDAY	No work
3 MONDAY	Labor Day, No work.
4 TUESDAY	Contractor began work under the Extra Work Order for additional cleaning and clearing up of the quarry site.
5 WEDNESDAY	Continuing to cleanup quarry site and crusher area.
6 THURSDAY	Contractor finished work under the EWO for this project and moved his equipment out of the area. Project completed.
7 FRIDAY	
1 SATURDAY	No work.

REMARKS

The contractor completed the requested work in the crushing and quarry area involved on this project. He has removed this equipment and this project is done. Office work will continue and it is hoped to have this project ready for semi-final submittal by the 25th of Sept.

Engineering this week: $282.85

SIGNED W.C. Ferguson by John H Rake LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-7216

5

7880

April 26, 1973

CERTIFIED MAIL

D Mc D Logging Company
P. O. Box 1012
La Grande, Oregon 97850

Gentlemen:

Contracts Nos. 7880 and 7881 for the Ukiah and Elgin Rock Production Projects have been fully executed.

We are, therefore, returning your Cashier's Checks Nos. 32618 and 32619 in the amount of $6,000 each which you submitted with your proposals on March 29.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. M. Graham, Assistant Secretary

fkm
Attn.

cc V. E. Skoog Attn: John Herr

5

OREGON STATE
HIGHWAY DIVISION

7880

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 26, 1973

D Mc D Logging Company
P. O. Box 1012
La Grande, Oregon 97850

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7880 for the
Ukiah Rock Production Project
of the Pendleton-John Day Highway
in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc Fidelity & Deposit Co. of Maryland
3005 1st National Bank Tower
Portland, Oregon 97201

Fidelity & Deposit Co. of Maryland
Baltimore, Maryland

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
E. S. Thompson

S

7880

April 23, 1973

D Mc B Logging Company
P. O. Box 1012
La Grande, Oregon 97850

Gentlemen:

We are returning both copies of Contract No. 7881 for the Weston-Elgin and Wallowa Lake Rock Production Project and Contract No. 7880 for the Ukiah Rock Production Project.

We note in your prequalification statement that Donnie Smith is the Secretary of your Corporation. If Marjorie Ledridge is authorized to sign the contract in behalf of the corporation, a certified copy of the by-laws or minutes of the corporation showing this authority to sign must be furnished the Highway Commission.

Please have Donnie Smith or someone who has proper authorization sign the Contract and Bond pages of each contract.

Your two Cashier Checks will be returned to you just as soon as the contracts have been completely executed and checked by our Legal Section.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. H. Graham, Assistant Secretary

ks

bc C. T. Kossey
Walt Hart
W. E. Schwartz
E. S. Thompson
R. L. Feller

D McD LOGGING CO.
P. O. Box 1012 • LaGrande, Oregon 97850

April 18, 1973

R. M. Graham, Assistant Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Graham:

Please find enclosed two (2) copies of contract no. 7880 fully executed and two (2) copies of contract no. 7881 fully executed.

Please send our checks to cover the two cashiers checks sent on these jobs 3-26-73, thank you.

Cordially,

D Mc D LOGGING CO.

Cheryl Hafer

Cheryl Hafer
office

Enclosures - 4

Cashiers Checks #32618 and 32619 — $6,000 each
#12 — 3/29/73
#13 — 3/29/73

RECEIVED
APR 19 1973
STATE HIGHWAY COMMISSION

7881 Elgin Rock Prod. Proj. south of Elgin on the Wallowa Lake Hwy. 1973

7881

October 3, 1973

Fidelity & Deposit Co. of Maryland
3005 1st National Bank Tower
Portland, Oregon 97201

Gentlemen:

On October 1, 1973, we wrote to you concerning release of final payment on Contract No. 7881 awarded to D Mc D Logging Company for the Elgin Rock Production Project on the Weston-Elgin and Wallowa Lake Highways in Union County.

Final payment on this contract is $1,000 and the total contract amount is $52,875.30. No work was performed under force account.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

bs

cc Fidelity & Deposit Co. of Maryland
Baltimore Maryland

D Mc D Logging Co.
P. O. Box 1012
La Grande, Oregon 97850

bc C. T. Kinsey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
W. E. Schwartz

7881

September 28, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7881 , Work Completed September 6, 1973

Project Elgin

Highways Weston-Elgin & Wallowa Lake County Union

Type of Work Rock Production

Contractor D Mc D Logging Co.

Recommended Acceptance Date September 25, 1973

The contractor has completed all work according to specifications, and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 24 for your formal concurrence.

VB:dg

cc C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7881

Report #4 (Final)

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Elgin		WEEK ENDING: Sept. 14, 1973
		SECTION PREFIX: 31-8318
HIGHWAY: Weston-Elgin & Wallowa Lake		COUNTY: Union
NAME OF JOB: Elgin Section	KIND OF WORK: Rock Production	
CONTRACTOR: D Mc D Logging Co.	CONTRACT NUMBER: 7881	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 6, 1973	DATE WORK STARTED: August 21, 1973	ESTIMATED COMPLETION DATE: Sept. 6, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $57,250.00	SPECIFIED COMPLETION DATE: October 31, 1973	PERCENT OF TIME ELAPSED: 73.6
EXCLUSIVE OF ENGINEERING: $52,250.00	ENGINEERING AUTHORIZATION: $5,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 101.1 (101.1)
COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $52,804.90	ENGINEERING COST TO DATE: $913.12	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93.8 (93.8)
ESTIMATED PERCENT: OVERRUN 1.1 %	PERCENT OF AUTHORIZATION: 18.3%	DATE PROJECT WAS COMPLETED: September 6, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD. 100		
			GRADING	SURFACING	CRUSHING	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)					10,000		
TOTAL QUANTITIES CORRECTED TO DATE							
QUANTITIES CRUSHED TO DATE					10,560.98		
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0		
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	NONE							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Casey
Bond
Jackmond
Hardt
Johnson
Walker
Pace
Glenn
Berg

RECEIVED
SEP 17 1973
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SEMI-FINAL DATA SUBMITTED TO REGION OFFICE SEPT. 14, 1973.

SIGNED _____ LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

OREGON STATE
HIGHWAY DIVISION

7881

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 25, 1973

D Mc D Logging Company
P. O. Box 1012
La Grande, Oregon 97850

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7881 for the Elgin Rock Production Project on the Weston-Elgin and Wallowa Lake Highways in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Fidelity & Deposit Co. of Maryland
3003 1st National Bank Tower
Portland, Oregon 97201

Fidelity & Deposit Co. of Maryland
Baltimore, Maryland

bc C. T. Kassey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
R. L. Feller

7881

April 26, 1973

CERTIFIED MAIL

D No D Logging Company
P. O. Box 1012
La Grande, Oregon 97850

Gentlemen:

Contracts Nos. 7880 and 7881 for the Ukiah and Elgin Rock Production Projects have been fully executed.

We are, therefore, returning your Cashier's Checks Nos. 32618 and 32619 in the amount of $6,000 each which you submitted with your proposals on March 29.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. M. Graham, Assistant Secretary

fkm
Atts.

cc V. E. Skoog Attn: John Horr

5

7881

April 23, 1973

D Mc D Logging Company
P. O. Box 1012
La Grande, Oregon 97850

Gentlemen:

We are returning both copies of Contract No. 7881 for the Weston-Elgin and Wallowa Lake Rock Production Project and Contract No. 7882 for the Ukiah Rock Production Project.

We note in your prequalification statement that Dennis Smith is the Secretary of your Corporation. If Marjorie Ledridge is authorized to sign the contract in behalf of the corporation, a certified copy of the by-laws or minutes of the corporation showing this authority to sign must be furnished the Highway Commission.

Please have Dennis Smith or someone who has proper authorization sign the Contract and Bond pages of each contract.

Your two Cashier Checks will be returned to you just as soon as the contracts have been completely executed and checked by our Legal Section.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. H. Graham, Assistant Secretary

bm

bc C. T. Keasey
Walt Hart
W. E. Schwartz
E. S. Thompson
R. L. Feller

D McD LOGGING CO.
P. O. Box 1012 • LaGrande, Oregon 97850

April 18, 1973

R. M. Graham, Assistant Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Graham:

Please find enclosed two (2) copies of contract no. 7880 fully executed and two (2) copies of contract no. 7881 fully executed.

Please send our checks to cover the two cashiers checks sent on these jobs 3-26-73, thank you.

Cordially,

D Mc D LOGGING CO.

Cheryl Hafer

Cheryl Hafer
office

Enclosures - 4

Cashiers Checks #32618 and 32619 — $6,000 each
#12 — 3/29/73
#13 — 3/29/73

RECEIVED
APR 19 1973
OREGON
STATE HIGHWAY COMMISSION

7882 Maupin Rock Prod. Proj. south of Maupin on The Dalles-Calif. Hwy. 1973

7882

September 25, 1973

Safeco Insurance Company of America
1500 S. W. First Avenue
Portland, Oregon 97201

Gentlemen:

On September 21, 1973, we wrote to you concerning release of final payment on Contract No. 7882 awarded to Jarl Construction, Inc., for the Maupin Rock Production Project on The Dalles-California Highway in Wasco County.

Final payment on this contract is $400 and the total contract amount is $66,621. No work was performed under force account.

Very truly yours,

G. W. Read, Manager
ADMINISTRATIVE SERVICES

bs

cc Jarl Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

bc C. T. Kassey
Walt Hart
V. E. Skoog
Attn: Dick Enoch
J. F. Putnam

7882

September 20, 1973

TO Department of Transportation

FROM J. H. Kline, Administrator &
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7882, Work Completed August 10, 1973

Project Kaspia

Highway The Dalles-California, County Kern

Type of Work Rock Production

Contractor Jagl Construction, Inc.

Recommended Acceptance Date September 20, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 24, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7882

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Maupin	WEEK ENDING: September 1, 1973
		SECTION PREFIX: 33-8318
	HIGHWAY: The Dalles - California	COUNTY: Wasco
NAME OF JOB: Maupin	KIND OF WORK: Rock Production	
CONTRACTOR: Jarl Construction, Inc.	CONTRACT NUMBER: 7882	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 6, 1973	DATE WORK STARTED: July 5, 1973	ESTIMATED COMPLETION DATE: August 10, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: n/a	WORK DAYS USED: n/a
	SPECIFIED CALENDAR DAYS: n/a	CALENDAR DAYS USED: n/a
	SPECIFIED COMPLETION DATE: August 15, 1973	PERCENT OF TIME ELAPSED: 96%
PROJECT AUTHORIZATION: $ 54,759.63	ENGINEERING AUTHORIZATION: $ 4,782.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 49,977.13	ENGINEERING COST TO DATE: $ 4,473.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 46,989.68	Cost this week 499.00	DATE PROJECT WAS COMPLETED: August 10, 1973
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5.98 %	PERCENT OF AUTHORIZATION: 93.5 %	

Including Engineering: UNDERRUN 5.46%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD. 100%		
			Cu.Yds. ~~XXXXXX~~	Cu.Yds. ~~XXXXXX~~	Cu.Yds. MAINTENANCE XXXXXX	Cu.Yds. ~~XXXXXXXXX~~	Cu.Yds. ~~XXXX~~
MILES IN PROJECT			1/2"-0	3/4"-1/2"	1/2"-1/4"	1/4"-0	1/4"-#10
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			0	1,800	1,200	4,200	1,800
TOTAL QUANTITIES CORRECTED TO DATE			4,726	1,659	1,027	812	1,748
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			4,726	1,659	1,027	812	1,748
AVERAGE DAILY QUANTITIES This week (0)			0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0	0	0	0	0
NUMBER OF SHIFTS PER DAY			0	0	0	0	0
HOURS PER SHIFT			0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
8-26-73 SUNDAY	P. Cloudy	0		Specified Completion Date of August 15, 1973.
MONDAY	P. Cloudy			
TUESDAY	Clear			
WEDNESDAY	Clear			
THURSDAY	Cloudy			
FRIDAY	Clear			
9-1-73 SATURDAY	Clear			

Kelly Ford Jackmond Hardt Johnson Walker Ross Clinn Berg

RECEIVED SEP 4 1973 CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

8-26-73 SUNDAY	
MONDAY	No work. Contract completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
9-1-73 SATURDAY	

REMARKS

Contractor has completed all work required on this contract.

Semi-Final Estimate for this job was submitted to Region Office on Thursday, August 30, 1973.

Mr. J. P. Putnam, Reg. Eng'r., was in the office on Wednesday and in company with myself made final inspection of job. Project was accepted.

Unless directed otherwise, this week's report will be the last submitted for this job.

SIGNED J. S. Sawyer, Res. Eng'r. LOCATION P. O. Box 420, The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

OREGON STATE
HIGHWAY DIVISION

7882

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 24, 1973

Jarl Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7882 for the
Maupin Rock Production Project
on The Dalles-California Highway
in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc Safeco Insurance Co. of America
4347 Brooklyn Avenue, N. E.
Seattle, Washington 98105

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
W. Reid Meritt

7882

OREGON STATE HIGHWAY DIVISION

POST OFFICE BOX 1249 BEND, OREGON 97701 382-1911

April 19, 1973

Jarl Construction, Inc.
Post Office Box 691
The Dalles, Oregon 97058

Gentlemen:

We have found it necessary to change the Resident Engineer from W. R. Meritt to J. S. Sawyer on Contract No. 7882 which you were recently awarded.

All correspondence or questions pertaining to your project should be directed to the new Resident Engineer at the following address:

J. S. Sawyer
Resident Engineer
P. O. Box 420
The Dalles, Oregon 97058

Phone: 296-5558

Very truly yours,

J. F. Putnam
Regional Engineer

JFP:11

cc: ~~H. S. Coulter~~
C. T. Keasey
L. H. Young
W. R. Meritt
J. S. Sawyer

RECEIVED
APR 20 1973
Office of Assistant State Highway Engineer

NOTED
H. S. COULTER

5

7882

April 9, 1973

McGill Crushing, Inc.
1075 Wilco Road
Stayton, Oregon 97383

Gentlemen:

On March 29, 1973 you submitted the following low bids:

#7882

✓ (1) Rock Production Project on Nespin Section of The Dalles-California Highway in Wasco County. Amount of bid $35,650

(2) Rock Production Project on Grass Valley Section of the Shaniko Highway in Sherman County. Amount of bid $36,400.

In both these bids you conditioned your bid on receiving both these projects which is contrary to Section 102 of the Standard Specifications dealing with the bidding requirements and conditions.

After discussion with our Legal Counsel, the Highway Commission on April 6, 1973, rejected both your bids and awarded the contracts to the second low bidder in each case.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Juri Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

McGill Crushing, Inc.
P. O. Box 99127
Seattle, Washington 98199

bc C. T. Kenney
L. H. Young Attn: Vince Gallagher
Walt Hart
J. F. Putnam
W. Reid Moritt
Walt Harris

FKN:ds

S

7882

April 6, 1973

Jarl Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

Gentlemen:

Enclosed are three copies of Contract No. 7882 awarded to you today for the Maupin Rock Production Project on The Dalles-California Highway in Wasco County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is August 15, 1973.

Very truly yours,

C. W. Hand, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. H. Graham, Assistant Secretary

bs
Enclosures

bc C. T. Kenney
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
W. Reid Merritt

5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7882

Salem

DATE March 30, 1973

TO Memo to the File

FROM L. H. Young
Office Engineer

SUBJECT Rock Production Jobs
Maupin Section, The Dalles-Calif. Hwy., # 1882
Wasco County
Grass Valley Section, Sherman Hwy., # 1879
Sherman County

We received bids on March 29 for the subject rock production projects.

McCall Crusing, Inc., was the apparent low bidder on both jobs. However, it was noted that he had conditioned his bid on receiving both of these jobs. This is contrary to Section 102 of the Standard Specifications dealing with bidding requirements and conditions.

Section 102.08 states: "... No combination bids, other than those specifically set up in the proposals by the Department, will be considered..."

In Section 102.09, it is specified that, "... The bidder shall make no qualifications of his proposals which will reserve to himself the right to choose, from among two or more contracts, the contract or contracts for which he will accept contract awards..."

In Section 102.11, dealing with irregular proposals, it states: "If a proposal is accompanied by conditions, or offers, or reservations, or by statements concerning limitations, etc.," that the proposal will be considered irregular and may be rejected.

These two proposals were altered contrary to 102.11(c).

This was discussed with Mr. Walter Barrie, Chief Counsel for the Highway Division, and it was his opinion that acceptance or rejection for reasons under 102.11 was discretionary. This was further discussed with E. S. Hunter, who concurred with the conditions set forth above. It is therefore our recommendation that the McCall Crushing, Inc., bids on these projects be rejected and awarded to the second bidder in each case.

LHY:dg

cc A. E. Johnson
E. S. Hunter
W. Barrie
C. W. Head

Russ —
Fran —

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 30, 1973

TO Oregon State Highway Commission

ORIGINAL SIGNED BY
E. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT March 29 Bid Letting

Attached is a listing of projects for which bids were received March 29. Your attention is invited to the bids on the two rock production projects: Maupin Section, The Dalles-California Highway, Wasco County; and Grass Valley Section, Sherman Highway, Sherman County.

McCall Crushing, Inc., was the apparent low bidder on both jobs. However, it was noted that he had conditioned his bid on receiving both of these jobs. This is contrary to Section 102 of the Standard Specifications dealing with bidding requirements and conditions.

Section 102.08 states: "... No combination bids, other than those specifically set up in the proposals by the Department, will be considered..."

In Section 102.09, it is specified that, "... The bidder shall make no qualifications of his proposals which will reserve to himself the right to choose, from among two or more contracts, the contract or contracts for which he will accept contract awards..."

In Section 102.11, dealing with irregular proposals, it states: "If a proposal is accompanied by conditions, or offers, or reservations, or by statements concerning limitations, etc.," that the proposal will be considered irregular and may be rejected.

NOTED
C. W. HEAD

NOTED
R. M. GRAHAM

These two proposals were altered contrary to 102.11(c).

It is therefore our recommendation that the McCall Crushing, Inc., bids on these projects be rejected and awarded to the second bidder in each case, as shown on the attached detailed listing of the projects.

Your concurrence in the Engineer's recommendations is requested.

I shall call the Chairman for approval after you have had time to study the bids.

Attachment

LHY:dg

cc Cecil Head
G. M. Baldwin
F. B. Klaboe
A. E. Johnson
H. S. Coulter
E. S. Hunter
R. L. Schroeder
L. H. Young
C. T. Keasey
W. J. Hart
F. L. Hall
V. E. Skoog

No. 1 Project Pine [illegible]ek Bridge Section

Type of Work 0.22 mile Grading, Base and Structure F.A. Proj. No. —

County Baker Highway Halfway-Cornucopia

No. of Bidders 2 Low Bidder Baker Redi-Mix Inc.

Low Bid $ 120,715.00 Engineer's Est. $ 119,331.00 % Above Eng. Est. 1.1

Engineer's Recommendation: Award to Low Bidder

No. 2 Project Marine Dr. at Columbia River Br. (Astoria) Section

Type of Work Traffic Signal Installation F.A. Proj. No. —

County Clatsop Highway Oregon Coast

No. of Bidders 3 Low Bidder Hamilton Electric Inc.

Low Bid $ 21,984.00 Engineer's Est. $ 21,000.00 % Above Eng. Est. 4.6

Engineer's Recommendation: Award to Low Bidder

No. 3 Project Baldock Maintenance Station

Type of Work Screen Planting F.A. Proj. No. —

County Multnomah Highway Pacific

No. of Bidders 6 Low Bidder Allens Landscaping

Low Bid $ 28,520.00 Engineer's Est. $ 27,705.00 % Above Eng. Est. 2.9

Engineer's Recommendation: Award to Low Bidder

No. 4 Project Bandon-McTimmons Road Section

Type of Work 6 mi. Paving F.A. Proj. No. —

County Coos Highway Oregon Coast

No. of Bidders 3 Low Bidder J. C. Compton Company

Low Bid $ 209,900.00 Engineer's Est. $ 242,700.00 % Above Eng. Est. —

Engineer's Recommendation: Award to Low Bidder

No. 5 Project Rainbow Rock Section

Type of Work Rock Production F.A. Proj. No. —

County Curry Highway Oregon Coast

No. of Bidders 6 Low Bidder Ferry Creek Rock & Concrete

Low Bid $ 44,800.00 Engineer's Est. $ 50,000.00 % Above Eng. Est. --

Engineer's Recommendation: Award to Low Bidder

No. 6 Project Dean Creek-Mill Creek Section

Type of Work 7.8 miles Paving F.A. Proj. No. —

County Douglas Highway Umpqua

No. of Bidders 5 Low Bidder J. C. Compton Company

Low Bid $ 265,500.00 Engineer's Est. $ 308,945.00 % Above Eng. Est. —

Engineer's Recommendation: Award to Low Bidder

No. 7 Project Lake County Line-Gap Ranch Section

Type of Work 7.4 miles Paving F.A. Proj. No. —

County Harney Highway Central Oregon

No. of Bidders 5 Low Bidder R. L. Coats

Low Bid $ 269,980.00 Engineer's Est. $ 294,770.00 % Above Eng. Est. —

Engineer's Recommendation: Award to Low Bidder

No. 8 Project Willamette Junction Section

Type of Work Rock Production F.A. Proj. No. —

County Klamath Highway Willamette

No. of Bidders 3 Low Bidder McCall Crushing, Inc.

Low Bid $ 103,425.00 Engineer's Est. $ 124,875.00 % Above Eng. Est. —

Engineer's Recommendation: Award to Low Bidder

No. 9 Project Jami[illegible]n-Willow Creek Section

Type of Work 4.95 miles Paving F.A. Proj. No. —

County Malheur Highway John Day

No. of Bidders 5 Low Bidder J. C. Compton Company

Low Bid $ 225,770.00 Engineer's Est. $ 258,805.00 % Above Eng. Est. -

Engineer's Recommendation: Award to Low Bidder

No. 10 Project Heppner Section

Type of Work Rock Production F.A. Proj. No. —

County Morrow Highway Wasco-Heppner

No. of Bidders 3 Low Bidder Jarl Construction, Inc.

Low Bid $ 46,500.00 Engineer's Est. $ 57,500.00 % Above Eng. Est. -

Engineer's Recommendation: Award to Low Bidder

No. 11 Project Grass Valley Section

Type of Work Rock Production F.A. Proj. No. —

County Sherman Highway Sherman

No. of Bidders 6 Low Bidder McCall Crushing, Inc. Seattle, Washington 98199

2nd Low Bidder Jarl Construction, Inc.

Low Bid $ 38,400.00 Engineer's Est. $ 60,000.00 % Above Eng. Est. -

2nd Low Bid 57,550.00

Engineer's Recommendation: Award to second low bidder because of irregular low bid.

Can error should be 56,550 per Carl Nelson

No. 12 Project Ukiah Section

Type of Work Rock Production F.A. Proj. No. --

County Umatilla Highway Pendleton-John Day

No. of Bidders 4 Low Bidder D. Mc D Logging Co.

Low Bid $ 54,000.00 Engineer's Est. $ 57,300.00 % Above Eng. Est. -

Engineer's Recommendation: Award to Low Bidder

No. 13 Project Elgi[illegible]ction

Type of Work Rock Production F.A. Proj. No. —

County Union Highway Wallowa Lake

No. of Bidders 5 Low Bidder D. Mc D Logging Co.

Low Bid $ 50,000.00 Engineer's Est. $ 57,500.00 % Above Eng. Est. —

Engineer's Recommendation: Award to Low Bidder

No. 14 Project Maupin Section

Type of Work Rock Production F.A. Proj. No. —

County Wasco Highway The Dalles-California

No. of Bidders 6 Low Bidder McCall Crushing, Inc. Seattle, Washington 98199

2nd Low Bidder Jarl Construction, Inc.

Low Bid $ 35,650.00 Engineer's Est. $ 45,000.00 % Above Eng. Est. —

2nd Low Bid 47,450.00 5.4%

Engineer's Recommendation: Award to second low bidder because of irregular low bid.

No. Project

Type of Work F.A. Proj. No.

County Highway

No. of Bidders Low Bidder

Low Bid $ Engineer's Est. $ % Above Eng. Est.

Engineer's Recommendation:

No. Project

Type of Work F.A. Proj. No.

County Highway

No. of Bidders Low Bidder

Low Bid $ Engineer's Est. $ % Above Eng. Est.

Engineer's Recommendation:

7883 Manzanita Safety Rest Area 1972
(Sewage Disposal Facility)
#4

CqA 6938
8-28-79

7883

August 6, 1982

Dale E. Wilken
Division Administrator
Federal Highway Administration

CON 5
7883

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

Manzanita Safety Rest Area
Sewage Disposal Facility
Disposal of Surplus Equipment
Contract 7883

There is one final step that needs to be taken regarding the Experimental Sewage Disposal Project at the Manzanita Safety Rest Area.

We propose to dispose of the sewage treatment plant equipment located in the sewage treatment building. The equipment will be disposed of via public auction. The Federal Highway Administration will be reimbursed its appropriate share of the amount received. Any equipment not sold will be scrapped and removed from the site.

The operation of the physical-chemical sewage treatment plant was stopped in February 1982 when the rest area sewage flow was switched to the sewer connection recently constructed under Contract 9371 to the North Valley High School sewage lagoon system. The experimental project consisted of the sewage treatment equipment housed in a 36' x 60' metal building, a 25,000 gallon concrete underground sewage storage reservoir and a fenced and paved site.

It is our understanding that since we are using the remainder of the facilities for rest area use, there is no need to determine a salvage value. The 25,000 gallon reservoir has been incorporated into the new sewage disposal facility as a pretreatment aeration tank. The paved road and fencing provide needed access and protection to the pretreatment tank. The building will be used for storage.

We request your approval of the above proposal.

bc H. S. Coulter
D. H. Moehring
Alfred Shirley, Jr.
George T. Thornton
Walt Hart

JSH/LLW:jrb ja

7883

CON 8

DATE: October 24, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Project Acceptance
Federal Aid Project No. I-5-2(73)64

Contract 7883, Work Completed September 11, 1974

Project Manzanita Safety Rest Area

Highway Pacific

County Josephine

Acceptance: Federal Hwy. Admin. April 30, 1980

All participating work on this project has been completed.

The following documents, required for your acceptance of the project, are attached:

1-Copy Estimate of Final Costs
1-Copy Laboratory Materials Certification

RDC:mk

cc: R. Hacek
R. D. Church
General Files

113

4.

COR 5

DATE April 16, 1980

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM C. T. Keasey
Ass't. State Highway Engineer

SUBJECT Request Project Acceptance
Federal Aid Project No. I-5-2(73)64

Work
Completed September 11, 1974

Project Manzanita Safety Rest Area

Highway Pacific

County Josephine

This project was completed at an estimated cost of $270,180.

Your final acceptance is requested.

HDC:mk

cc: Alfred Shirley, Jr.
Jan Peterson
E. D. Church

7893

OSHD (Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Josephine	Oregon

IN COMPANY WITH

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
4/10/80	Original Signed by T. P. Lowe, Area Engineer T. P. LOWE	I-5-2(73) 64

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	- %	- %

MANZANITA SAFETY REST AREA

Pacific Highway

Experimental Sewage Disposal System

The subject experimental chemical sewage treatment plant has been operated for 5 years. It has been concluded that the project is an unsuccessful experiment. The plant is capable of producing a technically acceptable effluent, however, the operational costs are unacceptable. Therefore, the experimental disposal plant will be phased out and a conventional alternate system constructed.

Attached is a summary report which briefly explains the rational used in arriving at the above decision. Our file contains the numerous study reports, communications, test results, etc., from which this summary report was extracted.

I recommend acceptance of this unsuccessful experimental project.

RECEIVED
STATE HWY ENGR
MAY 20 '80

5/20 cy

REFER TO Keaseys
FOR

Info | Invest | R/D | D/R | Sign | Act | File

FORM FHWA-1446 A (12-73) FORMERLY PR-338

Previous Editions of PR-338 Will Not Be Used.

MANZANITA SAFETY REST AREA
SEWAGE DISPOSAL FACILITY
CONTRACT 7883

SUMMARY REPORT

HISTORY

The existing sewage disposal facility at the Manzanita Safety Rest Area was authorized as a Category 2 Experimental Project by FHWA on August 9, 1972. The purpose of this experimental project was to determine, by actual use, the feasibility of utilizing a self-contained chemical-physical sewage disposal system in remote locations such as safety rest areas and state parks where subsurface disposal is environmentally unacceptable.

Under an agreement dated November 30, 1972, the State employed Wasteco, Inc., and Chem-Pure West, Inc., (Contractor) to provide a self-contained chemical-physical unit at Manzanita Safety Rest Area. The agreement was supplemented in 1974 and 1977 to implement needed design changes in an attempt to provide a functionally satisfactory facility. The facility was initially completed and put into operation on September 11, 1974.

The agreement between the State and Contractor specified that preliminary acceptance of the plant would be made by the State when certain functional requirements were achieved. Final acceptance would be made a year later provided those functional requirements were met throughout the one year preliminary acceptance period. The requirements included compliance with the Department of Environmental Quality permit which specified that effluent from the facility have no more than 5 mg/l of both the biochemical oxygen demand and the suspended solids.

Although the Contractor made physical changes in the facility and tests of the capability of the plant for about twenty-five months after initial completion of construction, the plant remained in non-compliance with the DEQ permit and preliminary acceptance was not provided by the State. During this period the State cooperated in the attempts to bring the facility into compliance by allowing the Contractor ample time to make the changes and tests and by funding the changes.

In March 1976 the U. S. Environmental Protection Agency released a study completed for them by Montgomery Engineering Co. relative to the functioning of the Manzanita sewage disposal facility. The study pointed out many problem areas and suggested solutions. Most of the solutions, except for the employment of more technically competent plant operators, were thereafter effected by the Contractor.

Based on subsequent tests made in July and August of 1976, it appeared that the facility was not capable of producing an effluent with the 5 mg/l limits specified, but could produce effluent with 15 mg/l limits. On February 9, 1977, the DEQ approved a request made by the State to change to these less exacting 15 mg/l limits. After the Contractor made additional changes, the facility did comply with the revised effluent limits and the State gave the facility preliminary approval on January 1, 1978.

After receiving preliminary acceptance, the quality of the effluent from the plant gradually deteriorated and became non-compliant with the revised DEQ permit. On September 12, 1978 the DEQ notified the State (as they had several times during the period 1974-1977) that the facility was in non-compliance. They requested that corrective measures be taken to bring the

facility into compliance. The DEQ cited insufficient and inadequately trained operating personnel as one of the reasons for non-compliance. The plant had been operated by state personnel from the time of its initial completion in 1974. This led to speculation that operation by state personnel contributed to the non-compliant effluent being produced by the facility. A review of the matter indicated that this was indeed the case.

The State notified the Contractor of the non-compliance notice issued by the DEQ and requested information regarding the steps the Contractor intended to take to bring the facility into compliance. As suggested by the DEQ, the Contractor hired an engineering consultant, Boatwright Engineering, Inc., to make tests and studies necessary to determine the future course of action. At this time, the State, because of its complicity in producing non-compliant effluent, interrupted the preliminary acceptance period in order to allow the Contractor time to have the study made. The Consultant subsequently presented a report outlining the revisions necessary to allow the production of complying effluent.

The DEQ has reviewed the Consultant's report and concurs that the revisions described would bring the facility into compliance with the DEQ permit. The Contractor estimates his cost of making the revisions to be approximately $40,000 (engineering and construction costs to be borne by the Contractor).

UNSUCCESSFUL EXPERIMENT

Even if the necessary revisions are made, this experimental project would be considered a failure because of the high costs and questionable

reliability associated with its operation. To date the project has proven to be a failure for three reasons—1. Excessive initial cost. 2. Excessive operating costs. 3. Failure to produce effluent of required quality.

The initial agreement specified a total cost of $140,380.00 for the treatment facility. (The building which houses the facility is not included here since it was built by another Contractor under a separate contract.) Design revisions for the facility resulted in a supplemental agreement, dated June 5, 1974. Payments to the Contractor under these two agreements have totaled $210,244.00. An additional supplemental agreement dated December 13, 1977 indicates (in Exhibit B) an additional expenditure of $8,958.44 by the State for changed items of work. These three agreements (not including the building contract) total $218,202.00, or 56% more than the $140,380.00 originally anticipated. As indicated by the DEQ, retention of the facility would require an expansion of the waste water sprinkling area to eliminate current surface run-off problems. This would probably be a holding-evaporation lagoon requiring the expenditure of approximately $42,000.00 by the State. The Boatwright report indicates the present irrigation system does not pose a groundwater contamination threat because of the depth of the aquifer. However, it does not adequately address the surface run-off problem.

The annual operating costs have been much greater than anticipated because of the designed-in operational features of the plant and required operating personnel. This operating cost includes personnel, utilities, operating maintenance and sludge disposal. The DEQ, the Montgomery Study, and the Boatwright Report indicated the need for more and better-trained operating

personnel. It is estimated that this additional manpower would increase the operating cost to about $3,175.00 per month (1978 dollars).

The facility was originally designed to incinerate solids. Experience has shown that the need for someone in constant attendance during incineration and the high cost of fuel make this an uneconomical operation. Currently the less costly method of hauling solids to a commercial disposal site is being used. To reinstate the incinerator, as originally intended, would also cause in increase in the current operating cost. In addition, retention of the facility would cause the State to incur the costs of normal long-term plant renovation which have now become necessary. This renovation is estimated to cost approximately $20,000.00.

The facility has only occasionally produced the quality of effluent specified. The letters of non-compliance issued by the DEQ attest to this fact. At times the non-compliant effluent was at least partly caused by attempts to recycle a large percentage of the effluent. This produced a salt build-up and degraded the effluent. The current state-of-the-art indicates that no more than 30 percent of a plant's effluent can be recycled with success. It appears that the facility physically cannot perform in this area as originally intended.

Because of the high operating costs and poor effluent quality, this experimental project cannot be considered a success. Based on the many revisions made to date and the short-lived positive results therefrom, it is questionable as to how long the Contractor's presently proposed revision would continue to produce a satisfactory effluent.

If the proposed revisions are made, the result would be a facility with excessive operating costs producing satisfactory effluent for a questionable period of time.

ALTERNATE FACILITY

In order to avoid this situation, it is proposed that the existing facility be abandoned and an alternate facility be installed. There are two viable alternates—1. Pump treated effluent to the sewage lagoon facility operated by North Valley High School. 2. Pump treated effluent to the city of Grants Pass sewage disposal facility. Our fiscal analyses indicate that the Grants Pass alternate is the best from an economic standpoint. It is also the most permanent solution. The high school alternate will necessitate an additional revision in about ten years when the high school, (including our facility if it is connected to the high school) will be required to connect into a proposed local sewer district facility. The Grants Pass alternate is the most maintenance-free solution. It is a proven system which is in use in other areas, it does not involve a small sewage disposal facility (like the high school lagoon) which could be impacted by our discharge, and it is recommended by the DEQ.

The cost to construct the Grants Pass alternate is estimated at $335,700.00. This cost would be reduced by a payment of approximately $40,000.00 to be made by the present contractor in lieu of revising the existing facility. This alternate would eliminate the need of expenditures for sprinkling area revisions (approximately $42,000.00) and current long-term plant renovation (approximately $20,000.00).

The difference in operating costs between the existing facility and the Grants Pass alternate would pay for construction of the Grants Pass alternate in approximately 10 years. When the payment from the Contractor is also taken into consideration, the amortization period is reduced to 8 years.

Because the State's method of operating the plant contributed to the poor quality of the effluent produced, it is proposed that the existing facility be abandoned without additional penalty to the Contractor. The existing building (built under another contract) will be used for storage purposes at the Safety Rest Area and for housing the pumping facility required for the new sewage disposal system. The existing 25,000-gallon holding tank will be converted into a septic tank for the new facility. The remainder of the old facility has doubtful salvage value, however, this matter can be explored at a later date.

Attached is documentation covering the above items.

7883

March 7, 1980

City of Grants Pass
101 N. W. "A" Street
Grants Pass, OR 97526

ACR 4

Attention: Jack Shipley
Director of Field Services

Gentlemen:

Attached for your records is a fully executed letter-form agreement concerning the testing of the sewage at Mousanita Safety Rest Area. This letter agreement extends the time to perform the work through December 31, 1980, and the fee charged by the City will be $100 per week instead of $90 as stipulated in the original agreement.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Garmsen
COMMISSION SERVICES

fkm

Att.

bc Walt Hart Attn: Paul Anderson (agree. ett.)
J. X. Wilson

Mr. Jack Shipley
Director of Field Services
City of Grants Pass
101 N.W. "A" Street
Grants Pass, Oregon 97526

February 1, 1980

Manzanita Safety Rest Area
Pacific Highway
Sewage Testing Agreement Extension

By letter of agreement dated August 14, 1974, the City of Grants Pass agreed to perform certain work including tests of sewage of the Manzanita Safety Rest Area.

This letter will serve as authorization to continue through December 31, 1980, testing and other work per the original agreement with the understanding that the fee charged by the City will be $100 per week instead of $90 as stipulated by the original agreement. If this is acceptable, please sign and return the original and one copy. An executed copy will be sent to you when all required signatures are affixed.

Walter J. Hart
Structural Design Engineer

Walter J. Hart

City of Grants Pass

Jack Shipley

Jack Shipley
Director of Field Services

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this contract. Approval was given for this contract on Feb. 28, 1980 by CHAIRMAN ANTHONY YTURRI, which approval is on file in the Commission records. The delegation order also authorizes the State Highway Engineer to execute the contract on behalf of the Commission.

State of Oregon by and through its
Department of Transportation
Highway Division

H. S. Coulter
State Highway Engineer

cc: Federal Highway Administration

7/1-.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

MISC. CONTRACTS and
AGREEMENTS No. 6938

In Reply Refer to
File No.:

August 6, 1979

Tom B. Hill, Vice President
Salem Sand & Gravel Co.
1375 Front St. N.E.
Salem OR 97303

Manzanita Safety Rest Area
Sewage Disposal Facility
CON 7883
Final Agreement

Attached is a completed copy of the final agreement for the subject project. This agreement terminates the contractor's responsibility on this project upon payment of $40,260 to the state by you as contractor.

Your performance bond on this project will be released upon receipt of your check.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Asst. Bridge Engineer

RWE:dh
Attachment

cc E. S. Hunter
C. W. Head
D. H. Moehring
V. E. Skoog /w/ attach.

Form 734-3122

Fran
I have clipped the two Bond pages - cec
Please hold, Tom Hill will most likely come in a few days

8-28-79 check recd & perf. bond given to Tom Hill for cec & Bob Ellison in cec's office

cc:
I herewith return the original agreement with Wastec, Inc & Chem-Pro Westhaven for safe keeping in your file.
Bob Ellison
8/7/79

Bob Ellison
Assistant Bridge Engineer

August 7, 1979

C. W. Head, Manager
Commission Services

Attached is a fully executed copy of a supplemental agreement with Salem Sand and Gravel Company concerning the Manzanita Safety Rest Area sewage disposal facility project which was approved by the Transportation Commission on July 6, 1979. It is our understanding that you will distribute this copy to Salem Sand and Gravel Company.

Also attached is the original agreement with Wasteco, Inc. and Chem-Pure West, Inc. which was approved by the Transportation Commission on April 6, 1973, concerning the above project.

We are retaining a fully executed copy of the supplemental agreement dated 7-6-79, and a xerox copy of the original agreement dated 4-6-73 for the Transportation Commission's files.

kkr

Inclosures

cc: Dorland Swan (agreement attached dtd 7-6-79)

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. D. H. Moehring
Assistant State Highway Engineer

DATE: July 11, 1979

FROM: R. W. Ellison
Assistant Bridge Engineer

ORIGINAL SIGNED
R. W. ELLISON

Trail

SUBJECT:

Manzanita SRA
Sewage Disposal System
I-5, Josephine County
Contract 7883
Supplemental Agreement (final)

The subject project is a Category 2 experimental project which has proven too costly to operate and will be replaced with a pipe line carrying treated effluent to the Grants Pass Municipal Sewage Disposal facility.

Attached are three signed copies of a Supplemental Agreement (final) between the State and contractor which terminates the contractor's responsibilities on the Category 2 project.

The agreement requires payment of $40,260 to the State by the contractor in lieu of making certain revisions to the existing facility. Such payment relieves the contractor from further responsibility on the project.

The agreement has tentative approval of FHWA. Please obtain formal approval from FHWA.

Please forward one approved copy to our central files. A second approved copy should be returned to this office to be exchanged for a contractor's check in the amount of $40,260.

RWE:df;smd
Attachment

cc E. S. Hunter
~~C. Head~~
V. Skoog

NOTED
C. W. HEAD

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: MEMO

DATE: July 6, 1979

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Manzanita SRA
Sewage Disposal Syste
I-5, Josephine County
Contract 7883
Supplemental Agreement (Final)

On this date, Chairman Yturri approved a supplemental agreement (final) with Salem Sand and Gravel Company for termination of their responsibilities on the Manzanita Safety Rest Area sewage disposal facility.

The agreement requires payment of $40,260 to the State by the contractor in lieu of making certain revisions to the existing facility. Such payment relieves the contractor from further responsibility on the project.

HSC:ia

cc Anthony Yturri
F. B. Klaboe
C. W. Head
E. S. Hunter
W. J. Hart
Alfred Shirley, Jr.

Put on confirmation report for Yturri to sign
(done 7-11) Enter in agreement book.

81-128-1367

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: July 6, 1979

FROM: R. W. Ellison
Assistant Bridge Engineer

SUBJECT: Manzanita SRA
Sewage Disposal System
I-5, Josephine County
Contract 7883
Supplemental Agreement (final)

The subject project is a Category 2 experimental project which has proven too costly to operate and will be replaced with a pipe line carrying treated effluent to the Grants Pass Municipal Sewage Disposal facility.

Attached is a Supplemental Agreement (final) between the State and contractor which terminates the contractor's responsibilities on the Category 2 project.

The agreement requires payment of $40,260 to the State by the contractor in lieu of making certain revisions to the existing facility. Such payment relieves the contractor from further responsibility on the project.

The agreement has tentative approval of FHWA.

Jack Sollis advises that this agreement requires Scott Coulter's signature after he obtains telephone approval from the Commission Chairman.

If you will send the contractor's copy of the completed agreement to this office, I will arrange to exchange it for his check in the amount of $40,260.

RWE:df
Attachment

cc: Jack Sollis

Chairman Sturi gave telephonic approval 9:15 AM 7/6/79
J S Coulter

81-125-1387

-711-

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 28, 1979

Tom B. Hill, Vice President
Salem Sand & Gravel Co.
1375 Front St. N.E.
Salem OR 97303

NOTED
E. S. HUNTER

Manzanita Safety Rest Area
Sewage Disposal Facility
CON 7883

I have received your check for $40,260 relative to the termination of the subject project. In accordance with my letter of August 6, 1979, attached is your performance bond.

This transaction terminates all of your responsibilities as contractor on this project.

Walter J. Hart
Bridge Engineer
ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Asst. Bridge Engineer

RWE:dh
Attachment

cc E. S. Hunter
C. W. Head
D. H. Moehring
V. E. Skoog

RECEIVED
TECHNICAL SERVICES
AUG 28 '79
REFER TO
FOR
Info | Initial | R/D | D/R | Sign | Ret | File

Form 734-3122

1883

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 28, 1979

Tom B. Hill, Vice President
Salem Sand & Gravel Co.
1375 Front St. N.E.
Salem OR 97303

Manzanita Safety Rest Area
Sewage Disposal Facility
CON 7883

I have received your check for $40,260 relative to the termination of the subject project. In accordance with my letter of August 6, 1979, attached is your performance bond.

This transaction terminates all of your responsibilities as contractor on this project.

Walter J. Hart
Bridge Engineer

R. W. Ellison
Asst. Bridge Engineer

RWE:dh
Attachment

cc E. S. Hunter
C. W. Head
D. H. Moehring
V. E. Skoog

8/28/79 Bob Brady and Bob Ellison in office at 10 am — I gave the performance bond to Brady. Ellison received check and took to Skoog — Cec H

NOTED
C. W. HEAD

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. D. H. Moehring
Assistant State Highway Engineer

DATE: July 11, 1979

FROM: R. W. Ellison
Assistant Bridge Engineer

ORIGINAL SIGNED
R.W. ELLISON

SUBJECT: Manzanita SRA
Sewage Disposal System
I-5, Josephine County
Contract 7883
Supplemental Agreement (final)

The subject project is a Category 2 experimental project which has proven too costly to operate and will be replaced with a pipe line carrying treated effluent to the Grants Pass Municipal Sewage Disposal facility.

Attached are three signed copies of a Supplemental Agreement (final) between the State and contractor which terminates the contractor's responsibilities on the Category 2 project.

The agreement requires payment of $40,260 to the State by the contractor in lieu of making certain revisions to the existing facility. Such payment relieves the contractor from further responsibility on the project.

The agreement has tentative approval of FHWA. Please obtain formal approval from FHWA.

Please forward one approved copy to our central files. A second approved copy should be returned to this office to be exchanged for a contractor's check in the amount of $40,260.

RWE:df;smd
Attachment

cc E. S. Hunter
C. Head
V. Skoog

RECEIVED
TECHNICAL SERVICES
JUL 12 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Appr | File

61-126.1947

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: MEMO

DATE: July 6, 1979

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Manzanita SRA
Sewage Disposal Syste
I-5, Josephine County
Contract 7883
Supplemental Agreement (Final)

On this date, Chairman Yturri approved a supplemental agreement (final) with Salem Sand and Gravel Company for termination of their responsibilities on the Manzanita Safety Rest Area sewage disposal facility.

The agreement requires payment of $40,260 to the State by the contractor in lieu of making certain revisions to the existing facility. Such payment relieves the contractor from further responsibility on the project.

HSC:ia

cc Anthony Yturri
F. B. Klaboe
C. W. Head
E. S. Hunter
W. J. Hart
Alfred Shirley, Jr.

NOTED
E. S. HUNTER

cc Roads
Secretary
Monday
1 book
7-9-79

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FOR
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01-185-1387

7883

8

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 26, 1979

Mr. Tom B. Hill
Salem Sand & Gravel Co.
1375 Front St. N.E.
Salem, Oregon 97303

Manzanita SRA
Sewage Disposal Facility
Supplemental Agreement
Project Termination
Contract 7883

After reviewing the report written by your consultant, Boatwright Engineering, the State has elected to terminate the subject project and provide other means of handling the sewage from the rest area. Such election is in accord with Section 4 of the Supplemental Agreement dated December 28, 1978.

The details of terminating the project are set forth in a new Supplemental Agreement which is attached. Termination requires the payment of $40,260.00 to the State by the contractor in lieu of the contractor making revisions to the facility.

The three attached copies of the new Supplemental Agreement have been approved by our Counsel. Please sign and return all three copies to this office. After all signatures have been obtained, a signed original will be delivered to you in exchange for your check in the amount of $40,260.00. This will discharge all of your responsibilities in regard to this project.

Walter J. Hart
State Bridge Engineer
ORIGINAL SIGNED
R.W. ELLISON

Robert W. Ellison
Assistant State
Bridge Engineer

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TECHNICAL SERVICES
JUN 26 '79
REFER TO
FOr
Info | Invest | R/D | D/R | Ign | Ret | File

Attachments

cc: E. S. Hunter w/attachment
Jack Sollis w/attachment

Form 734-5122 (Rev. 7-77)

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 7, 1979

NOTED
E. S. HUNTER

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: D. H. Moehring
Assistant State Highway Engineer

SUBJECT: Experimental Project Report
Manzanita Safety Rest Area
Sewage Disposal Facility
Your File HPD.3-OR/430.2

Attached is a completed form 1461 covering the final evaluation of the packaged sewage disposal system used at the Manzanita Safety Rest Area. This experimental project report will supplement the summary report submitted with Mr. Hart's letter of May 16, 1979.

Your letter of May 29, 1979 approved termination of the experimental project. The summary report in combination with this final form 1461, will constitute the closing reports for the project.

GB:pf;pf
Attachment

cc: E. S. Hunter
Walt Hart
Bob Pillsbury
Gordon Beecroft

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TECHNICAL SERVICES
JUN 8'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7515

9

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. D. H. Moehring
Asst. State Highway Engineer

FROM: R. W. Ellison
Asst. Bridge Engineer

DATE: May 31, 1979
SUBJECT:
Manzanita Safety Rest Area
Sewage Disposal Facility
Abandon Existing Facility
and Install Replacement

NOTED
E. S. HUNTER

The attached FHWA letter, dated May 29, 1979, approves the abandonment of the experimental sewage disposal facility at Manzanita Safety Rest Area and the construction of a replacement. The replacement will be a sewer line carrying treated effluent to the municipal sewage treatment facility at Grants Pass.

Please prepare a program change to cover PE for the replacement facility as follows:

Field Survey, etc.	$ 5,000
Design engineering (Bridge)	15,000
Plans & Specs (Design)	1,000
TOTAL	$21,000

RWE:dh
Attachment
cc E. S. Hunter
Alfred Shirley
G. J. Ballard

RECEIVED
TECHNICAL SERVICES
JUN 1'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1307

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project I-5-2(73)64
Manzanita Safety Rest Area
Sewage Disposal Facility

DATE: May 29, 1979

In reply refer to: HPD.3-OR/430.2

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Mr. Hart's May 16, 1979, letter requested that we terminate the Category II experimental work on this project. The support data with the letter demonstrates that the sewage treatment facility has not met expectations and if continued would be very costly and still might not meet DEQ requirements.

We concur in Mr. Hart's recommendations and approve termination of the experimental work. To clear our records we will need copies of Form 1461, which are normally prepared by the Research Unit. Mr. Hart's letter and attachments will serve as a Final Report.

In addition we approve the concept of building a sewer line to connect to the Grants Pass treatment facility. You should prepare a program change to cover the proposed new work.

Original Signed By
VERNON V. CUSACK
Program Operation
Engineer
G. L. Green

cc: OSHA (W. Hart)
HCM.010.2

Copy to reviewing 5/30/79
& Rail Chiefs

NOTED
R. W. ELLISON

NOTED
W.J. HART

7883

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 16, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Equitable Center - Suite 100
530 Center St NE
Salem OR 97301

E. S. HUNT

Manzanita Safety Rest Area
Sewage Disposal Facility
Contract 7883
Replacement of Facility

The experimental sewage treatment plant at the Manzanita Safety Rest Area has been operated under a testing-evaluation program for approximately 4 1/2 years. The conclusions of the test program are that the project is an unsuccessful experiment. The plant can produce a technically acceptable effluent at a functionally unacceptable treatment cost. We, therefore, request your approval for federal aid participation in phasing out the existing experimental plant and constructing a new system for pumping treated effluent to the municipal system in Grants Pass.

The attached summary report on the history of the experimental project sets forth the background for the above request.

Also attached is back-up documentation for the report.

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

Attachments

cc E. S. Hunter
D. H. Moehring
Alfred Shirley
Keith Martin
G. J. Ballard

RECEIVED
TECHNICAL SERVICES
MAY 17 '79
REFER TO
FOR
Info | Appvl | R/D | D/R | Sign | Ret | File

7113

8

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

April 18, 1979

NOTED
E. S. HUNTER

Manzanita Safety Rest Area
Sewage Disposal Facility
Contract 7883
DEQ Concurrence with
Boatwright Report

Attached is a copy of the Department of Environmental Quality letter dated April 17, 1979. This letter reflects the opinion that the proposed revisions to the subject facility, as outlined in the Boatwright Engineering report, would allow the facility to produce effluent meeting the requirements of the DEQ permit. The DEQ thus concurs with Boatwright's report, "Evaluation of the Wastewater Treatment Facilities of the Highway Manzanita Safety Rest Area", that the facility can be revised to produce specification effluent. Such concurrence indicates that the facility can be completed and the construction agreement satisfied.

As indicated in my April 10, 1979, memo, the high operating cost of this self-contained experimental facility justifies consideration of an alternate method of sewage disposal. A proposal for abandonment of the existing facility and installation of an alternate with a past history of success (pipe line to City of Grants Pass facility) will be forwarded to you in the near future.

Attachment

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Assistant Bridge Engineer

cc ~~E. S.~~ Hunter /w/ attach.
Jack Sollis /w/ attach.
Alfred Shirley /w/ attach.
Gordon Ballard /w/ attach.

RECEIVED
TECHNICAL SERVICES
APR 19 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ret | File

Form 81-731-0027 (9-77)

Department of Environmental Quality

SOUTHWEST REGION

1937 W. HARVARD BLVD., ROSEBURG, OREGON 97470 PHONE (503) 672-8204

April 17, 1979

Mr. Walter J. Hart
Structural Design Engineer
Department of Transportation
329 Transportation Building
Salem, Oregon 97310

RE: S-Josephine County
Manzanita Rest Area

Dear Mr. Hart:

As requested in your March 6, 1979 letter, we have completed our evaluation of Boatwright Engineering's Report entitled "Evaluation of the Wastewater Treatment Facilities of the Highway Manzanita Safety Rest Area".

It is our preliminary opinion that if all the recommendations contained in said report are implemented, that such a repaired and rehabilitated sewage treatment plant would be capable of meeting the effluent limits contained in Water Pollution Control Facilities Permit No. 2263 as amended. Please note, however, that the current effluent limits are less than original design limits (15/15 versus 5/5) and no future recirculation is recommended.

Final approval is contingent upon receipt of detailed plans and specifications of proposed improvements to the sewage treatment plant, a detailed program and schedule for operating an expanded irrigation area using good agricultural irrigation practices and a proposed long-term operations and maintenance program commitment (manpower resources, maintenance schedule, monitoring schedules, etc.).

If there are any questions regarding this matter, please feel free to contact this office.

Sincerely,

Richard P. Reiter
Regional Manager

RPR/mg
cc: Jim Van Domelen
Water Quality Division
cc: Russ Fetrow
Boatwright Engineering, Inc.
cc: Dave Couch, MBO

RECEIVED
[illegible]
[illegible] SECTION

Contains Recycled Materials

DEQ/RO-601

7883

9

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the File

FROM: R. W. Ellison
Asst. Bridge Engineer

DATE: April 10, 1979

SUBJECT:
Manzanita SRA
Sewage Disposal Facility
Contract 7883
Facility Revisions

NOTED
E. S. HUNTER

Tom Hill, Salem Sand & Gravel, called me April 9, 1979 regarding review of the proposed revisions of the subject facility which he previously submitted to the State. I informed him that we have forwarded the the report to the DEQ and await their approval. I also explained that we are looking into the possibility of abandoning the existing facility and pumping effluent to the city of Grants Pass's sewage disposal system. This change is economically feasible because of the high operating cost of the existing facility. If the change is made, Salem Sand & Gravel's responsibility in the project will be discharged upon their payment to the State of an amount equal to the estimated plant revision costs. This payment to be made in lieu of actually making the revisions.

Mr. Hill said that his consulting engineer is continuing to work on plans for revising the facility in accord with his previous submittal. I told him to delay any further work until the matter of abandoning the existing facility is resolved. There is no need to spend money on engineering the revisions if they are not going to be made. Abandoning the existing facility and pumping effluent to Grants Pass is contingen upon approval of FHWA. I indicated that we hope to have further word from FHWA regarding this matter in about one month.

RWE:dh

cc E. S. Hunter
Jack Sollis
H. A. Schell
Tom Hill

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TECHNICAL SERVICES
APR 11 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

7883

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Alfred Shirley
Region 3 Engineer

DATE: March 19, 1979

CON 7883

FROM: R. W. Ellison
Asst. Bridge Engineer

ORIGINAL SIGNED
R.W. ELLISON

SUBJECT: Manzanita Safety Rest Area
Sewage Disposal Facility
CON 7883
Sewage Testing Agreement Extension

Attached are one original and one copy of the sewage testing agreement extension dated January 2, 1979 for the subject project. Please forward the original to the City of Grants Pass for their files.

Also enclosed is a copy of the Federal Highway Administration's Letter of Approval and/or Authorization for the subject extension.

RWE:dh

Attachments

cc C. W. Head /w/ attach.
G. J. Ballard

3/23/79
noted in
agrel. book

NOTED
C. W. HEAD

81-125-1007

1783

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-13-79

FEDERAL AID PROJECT NO.: I-5-2(73)64

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-729

COUNTY NAME: Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	1-1-79	Interstate 5	Primary 1

GENERAL LOCATION:

Manzanita Safety Rest Area

RECEIVED
STATE HWY ENGR
MAR 16 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

GENERAL DESCRIPTION OF WORK:

Sewage Testing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of March 1, 1979, this will confirm the advance authorization of Mr. T. P. Lowe to extend the sewage testing agreement by City of Grants Pass forces for period January 1, 1979 thru December 31, 1979 for an increase in TEC of $5,200 with Federal Funds limited to $4,798.

Signed copies of agreement are returned as requested.

RECEIVED
DOT DIRECTOR
MAR 1 3 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-13-79	S. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Mr. Ed Gallagher
Director of Community Development
City of Grants Pass
101 N.W. "A" Street
Grants Pass, Oregon 97526

January 2, 1979

Manzanita Safety Rest Area
Pacific Highway
Sewage Testing Agreement Extension

By letter of agreement dated August 14, 1974, the City of Grants Pass agreed to perform certain work including tests of sewage of the Manzanita Safety Rest Area.

This letter will serve as authorization to continue through December 31, 1979, testing and other work per the original agreement with the understanding that the fee charged by the City will be $100 per week instead of $90 as stipulated by the original agreement. If this is acceptable, please sign and return the original and one copy. An executed copy will be sent to you when all required signatures are affixed.

Walter J. Hart
Structural Design Engineer

FEDERAL HIGHWAY ADMINISTRATION
Effective date of authorization for work 1-1-79

D. K. [illegible] MAR 13 1979
Field Operations
Engineer

CITY OF GRANTS PASS

Edward S. Gallagher
Ed Gallagher
Director of Community Development

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behald in approving this contract. Approval was given for this contract on Feb. 19, 1979 by CHAIRMAN JACKSON, which approval is on file in the Commission records. The delegation order also authorizes the State Highway Engineer to execute the contract on behalf of the Commission.

State of Oregon by and through its
Department of Transportation
Highway Division

H. S. Coulter
H. S. Coulter
State Highway Engineer

cc Federal Highway Admin.

711-

9

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 7883

March 6, 1979

Department of Environmental Quality
1937 W. Harvard Blvd.
Roseburg, OR 97470

Attention Mr. David H. Couch
Environmental Analyst

Manzanita Safety Rest Area
Sewage Treatment Facility
DEQ Permit 2268
Facility Revision

Enclosed is one copy of a report outlining revisions to the subject sewage disposal facility. The report was made by Russ Fetrow of Boatwright Engineering for Salem Sand & Gravel Co., contractor to the State for construction of the facility. The report indicates that the changes outlined will allow the facility to produce an effluent which will meet DEQ permit requirements.

Previous correspondence from your office requires that any revisions shall change the system to one that is in operation elsewhere and generally recognized as operable. You expressed a desire to review the plans in order to ensure that the plant is reliable, capable of being operated at a reasonable level of effort, and sturdy enough to last for a reasonable lifetime.

In order that we may determine our course of action, it is requested that you review the report and give us your comments in a timely manner.

ORIGINAL SIGNED
R.W. ELLISON

Walter J. Hart
Bridge Engineer

Enclosure

cc Tom B. Hill (Salem Sand & Gravel)
Jack Sollis
E. S. Hunter
Herb Schell /w/ encl.
J. X. Wilson /w/ encl.
Marty Laylor /w/ encl.
Gordon J. Ballard

RECEIVED
TECHNICAL SERVICES
MAR 7'79
REFER TO
FOR

Form 734-3122 (Rev. 7-77)

#7883

December 29, 1978

Mr. Tom B. Hill
% Salem Sand and Gravel Co.
1375 Front Street, NE
Salem, OR 97303

Dear Mr. Hill:

Attached for your records is a copy of a supplemental agreement with Salem Sand and Gravel Company and the Highway Division to rescind the preliminary acceptance date for the sewage disposal system in Mansanita Safety Rest Area and to allow consideration of improvement of the plant or alternate methods of sewage disposal.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

fhs

Att.

cc Walt Hart (agree. att.)

(Contract 7883)

STATE OF OREGON
HIGHWAY DIVISION

INTERCHANGE MEMO

TO: MEMO

DATE: December 28, 1978

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Manzanita Safety Rest Area, Contract 7883
Sewage Disposal System
I-5, Josephine County
Supplemental Agreement

On this date, Chairman Jackson approved a supplemental agreement with Salem Sand and Gravel Company to rescind the preliminary acceptance date for this project and allow consideration of improvement of the plant or alternate methods of sewage disposal. The State will notify the contractor on or before June 30, 1979 of a new preliminary acceptance date.

HSC:ia

cc Glenn L. Jackson
F. B. Klaboe
C. W. Head
J. L. Sollis
E. S. Hunter
W. J. Hart
Alfred Shirley, Jr.

01-125-1287

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. E. S. Hunter
Technical Services Engineer

DATE: December 22, 1978

SUBJECT:

Manzanita Safety Rest Area
Sewage Disposal System
I-5, Josephine County
Contract 7883
Supplemental Agreement

FROM: Walter J. Hart
Structural Design Engineer

Attached is a supplemental agreement between the State and Contractor for the subject project. This agreement resc inds the final acceptance date for the project in order to allow the Contractor to complete studies of revisions necessary to make the existing facility operate within the requirements of the contract. It also allows the State to pursue alternate means of sewage disposal which may result in abandoning the facility. Provisions of this agreement allow the State to establish a new acceptance date on or before June 30, 1979.

Jack Sollis advises that this agreement requires Scott Coulter's signature after he obtains telephonic approval from the Commission Chairman.

The completed agreement should be sent to Mr. Tom B. Hill, c/o Salem Sand & Gravel Co., 1375 Front St. N.E., Salem, OR 97303. A copy should also be sent to this office.

RWE:dh
Enclosure

cc Jack Sollis

We have contributed to problem — w/o this action we would be forced to reject. —

Verbal approval 9:45 AM 12/28

RECEIVED
STATE HWY ENGR
DEC 27 '78
REFER TO
Isabel
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
TECHNICAL SERVICES
DEC 26 '78
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Suggest you discuss with Walt if you have questions.

1-125-1387

7883

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 11, 1978

Mr. Tom Hill
Salem Sand & Gravel
1375 Front St. N.E.
Salem, OR 97303

Manzanita Safety Rest Area
Sewage Disposal System
Contract 7883
Plant Modification
Time Extension Agreement

My letter of November 22, 1978 indicated that a new agreement extending the final acceptance date for the subject project is required. Attached for your review and comment is a proposed supplemental agreement which was drafted by our Legal Section.

Possible alternate solutions to the sewage disposal problem are being studied by the State concurrently with your study for plant revision. Because of this, the proposed supplemental agreement addresses the possibility of using one of the alternates as a final solution.

The new supplemental agreement must become effective prior to January 1, 1978 (the date of plant acceptance or rejection under the present agreement); therefore, I would appreciate receiving your comments as soon as possible.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Structural Design Engineer

Attachment

cc Glen Green, FHWA /w/ attach.
E. S. Hunter /w/ attach.
Jack Sollis /w/ attach.
Alfred Shirley /w/ attach.

RECEIVED
TECHNICAL SERVICES
DEC 12 '78
REFER TO
FOH
Info | Inves | R/D | D/R | Sign | Appr | File

Form 81-731-0027 (9-77)

7113

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Alfred Shirley
Region 4 Engineer

DATE: December 5, 1978

SUBJECT:
Manzanita Safety Rest Area
Sewage Disposal Facility
CON 7883
Pumping Sewage to School Lagoon

FROM: Walter J. Hart
Structural Design Engineer

On November 21, 1978 a meeting was held with the Colonial Valley High School to discuss the possibility of using their lagoon to process sewage from the subject rest area (see attached Memo to the File). The school is willing to let the State use their lagoon for a fee contingent upon certain conditions. The conditions are that we pretreat the sewage and that we limit the monthly flow to correspond with that which occurred during the period of September 1977 to August 1978. The flow limitation is a problem because of almost certain future growth in usage of the rest area.

At the time a proposed future sewer district for this area becomes operational (assumed to be about 10 years), we will abandon the use of the school lagoon and connect to the sewer district.

Alternates to this scheme are as follows:

1. Continue to operate the existing plant. This assumes that the contractor can remodel the plant (at his cost) to produce effluent complying with DEQ requirements. When the proposed sewer district becomes operational, the plant will be abandoned and the rest area connected to the district's lateral sewer line.

2. Abandon the existing plant and pump septic tank effluent to the Grants Pass sewage disposal system. This is a permanent solution and future connection to the proposed sewer district will not be required.

Pumping effluent to Grants Pass eliminates the uncertainty of when the rest area can connect to the proposed sewer district. It also avoids restrictions on flow from the rest area.

Estimates of costs for construction and operation under each alternate for the next 10 years (assumed time until proposed sewer district is operational) are as follows:

Connect to School District's lagoon	$452,100
Operate existing plant	595,000
Pump effluent to Grants Pass	341,200

(See attachments for details of estimate.)

RECEIVED
TECHNICAL SERVICES
DEC 6'78
REFER TO
FOR
Info | Leave | R/D | D/R | Sign | Apt | File

81-123-1387

The amount for connecting to the school lagoon is based on estimates received from the school.

In view of the above estimates, it appears that selecting the school lagoon alternate is not in the best interest of the State.

The most acceptable alternate appears to be pumping effluent to Grants Pass. This eliminates the uncertainty of when we can connect into a permanent system. It is the permanent solution which can be effected now, eliminates restrictions on flow, and is the least expensive .

Please inform the High School that connecting to their lagoon is too costly, and we are exploring other alternates.

RWE:dh
Encl.
cc E. S. Hunter
Jack Sollis
Glen Green, FHWA

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the Files

DATE: December 4, 1978

SUBJECT:
Manzanita Safety Rest Area
Pacific Highway (I-5)
Josephine County
Contract 7883

FROM: Jimmy S. Hansen
Sanitary and Water Supply Engineer

On November 21, 1978 a meeting was held at the Josephine County School District Office in Grants Pass to discuss an alternative sewage disposal system for the sewage generated at Manzanita Safety Rest Area. In attendance were -

Jim Gix, Highway Div., Roseburg
Jim Hansen, ODOT, Salem
Lee Baldwin, Superintendent, Josephine County School District, Grants Pass
Tony Hrankay, Maint. Supt., Josephine County School District, Grants Pass
Joe Stonecypher, Engineer, HGE Inc., Coos Bay
Steve Clay, Architect, Gessford and Associates, Coos Bay

The alternative sewage disposal system involves connection of the rest area sewer collection system to the North Valley High School sewage treatment(lagoon) and disposal system. Mr. Lee Baldwin (representing Josephine County School Board) presented us with the attached proposal for connection, per our October 17, 1978 request. The proposal lists eight conditions, and our meeting consisted primarily of discussion and clarification of those conditions. A summary of that discussion follows:

1. a. The School District's primary purpose for requiring pretreatment of the rest area sewage was to minimize the shock loading associated with the trailer dump stations. They presumed that we would want to aerate all the sewage cause of the existing facilities (i.e., 25,000 gallon storage tank) at the rest area. I indicated that we may want to use an alternate method of pretreating the trailer dump station waste (i.e., an aeration tank at each trailer dump station site). Cost estimate for the necessary revisions is $20,000.

   b. A bar screen or basket at the storage tank would be appropriate here.

2. This condition refers to work done on school property as designed and constructed by the School, and 100% paid by the State. The School would prefer that the work be done during time that students are away from school.

NOTED
W.J. HART

a. The sewer line across school right of way to hook up with the line from the rest area will probably be 8" asbestos cement gravity sewer pipe. The engineer's cost estimate for the sewer appears to be high. Installation of an additional 200' of sewer on rest area right of way would cost about $8,000.

b. Replacement cost of comminutor and flow recorder station is based on the cost difference between the existing and proposed equipment.

c. This flow meter is for the irrigation pump discharge and is needed to keep better control of the effluent out of the lagoon, due to the larger volume of effluent spray irrigated.

3. The engineer decided that the rest area hook-up fee should be proportionally based on the hydraulic loading of the two facilities being serviced by the treatment system. The rest area average BOD_5 and Suspended Solids are 175 and 315 ppm respectively, while the School's BOD_5 and SS both average 100 ppm.

a. The school flow of 2,844,000 gallons per year is based on an estimated actual peak day flow of about 14,000 gallons at 22 days a month and 9 months per year. The school presently has 850 students enrolled and projects that the enrollment will increase to 1,000 students in 7 years. The above flow is considerably different than the 22,000 gpd (based on 25 gallons per day per student) for 26 days/month and 9 months/year that they anticipated 3 years ago when the School approached us for a joint sewer and water system. I think that the School's flow rate should be re-evaluated.

b. The rest area flow figure (3,949,000 gal.) that the engineer used is in error and also should be re-evaluated.

The rest area total flow figure from September 1977 to August 1978 is actually 3,610,000 gallons by actual meter measurement of both irrigation pumps and the recycle pump. The plant make-up water for the year was about 350,000 gallons and should be subtracted from the total flow. Also, about 10% of the irrigated water is recycled directly back to the treatment plant due to a freeze protection device. I estimated that the actual flow rate for the year is about 3,000,000 gallons.

c. The capital cost of the sewage system ($301,631.45) is the price as bid in 1977. There was apparently no federal participation in the project.

d. The rest area proportion (58%) should probably be changed based on updated flow figures.

4. This condition of limiting the rest area flow to the recorded flow from September 1977 to August 1978 may be the hardest to comply with because it allows no growth factor. The limit is due to biological loading limit of the aerators, the hydraulic loading limit of the storage lagoon, and the winter irrigation restrictions. The School District indicated that the main problem occurs during the winter (October through March) and that those are actually the months that the rest area would have to restrict flow. Elimination of the trailer dump stations during the winter may be one solution. Also, as indicated in part 3.b. above, the flow might be reduced by a factor of 10 to 20 percent by eliminating the existing rest area sewage treatment system.

5. This condition indicates that the operation and maintenance costs will increase directly in proportion to the increased flow. The material and utility costs will undoubtedly increase at that rate, but the man-power costs probably will not increase quite as fast.

6. The School is currently irrigating 1/4" per day on selective days on about 7 acres. There is an additional 6 acres available on School property, and they are requesting another 7 acres in the event of an extremely wet winter for a total of 20 acres. I estimate that it will cost about $2,000 per acre to obtain the additional irrigation area.

7. These improvements would be due to increase of flow, DEQ permit change, et cetera.

8. A preliminary engineering report for a proposed sanitary sewer system was published June 1977 and it is estimated that both facilities will have to hook up to it in about 10 years hence when it is constructed. The School intends to pay the assessment when it comes, but not hook up (if approved by DEQ). They intend to continue to use their sewage disposal system primarily to retain the effluent irrigation on their fields, because they are unsure of their water supply system's capability to provide enough irrigation water. At the point of hooking up to the sanitary sewer district, we should retain the right to dissolve any contract we may make with the School.

SUMMARY AND COMMENTS

The total capital cost of this alternate sewage treatment and disposal system is about $280,000 with an annual operation and maintenance cost of about $8,000. A breakdown of the capital cost is shown below.

Hook-up Fee	$175,000
Cost to Modify School's System (Pipe, comminutor, and meter)	63,500
Cost to Modify Rest Area System (Pipe, pretreatment System)	28,000
Cost for Obtaining 7 Acres	14,000
	$280,500

I believe that the above cost estimates for modifying the existing systems are high, but there may be other unexpected costs involved when the proposal is analyzed more carefully. The hook-up fee appears to be high and an unexpected windfall to the School District, but they are approaching this proposal as if we had entered into a joint venture for a sewer system as proposed three years ago. Condition 4 (i.e., flow limitation) may be very difficult for us to comply with in that the flow at the rest area increases directly with the Average Daily Traffic count. To provide for additional flow from the rest area would probably involve further modifications of the sewage system and additional cost.

RECOMMENDATION

The no-growth factor of condition 4 of the proposal is not very acceptable. In addition, the cost is so high that it appears that other alternatives are more economically attractive.

I recommend further contact with the School District to determine the additional costs involved as a result of eliminating condition 4, and to determine if they are "firm" on the costs in this proposal (in particular, the hook-up fee).

JSH:dh
Enclosures

cc: R. W. Ellison /w/ encl.
Jim Gix /w/ encl.

November 9, 1978

Josephine County School District
P.O. Box 971
Grants Pass, OR 97526

Attn: Superintendent & Members of the School Board

Re: North Valley High School
Oregon State Highway Department
Sewage Intertie

Gentlemen:

After studying the past years performance of the sewage disposal system at North Valley High School and comparing it to what the system was designed for, I can recommend that it is feasible to allow the Manzanita Rest Area to connect to the present system. This connection can be made under the following conditions detailed further in the enclosed information:

1. That the Rest Area pretreat all their effluent before it reaches the schools system.

2. That the Rest Area pay for design and construction of all facilities to accomodate their connection to the schools system.

3. That the Rest Area pay, (proportional to the relative flows) the school district $175,000 for their share of the existing sewage disposal system at the school.

4. That the Rest Area limit its flow to no more than its recorded flow from September 1977, to August 1978, on a month by month basis.

5. That the Rest Area pay (proportional to their flow) the school district for the actual operating and maintenance expenses incurred on a monthly basis.

6. That the Rest Area and the school district participate jointly and proportionally to their respective flows for the acquisition, by easement or purchase, of 7 additional acres for irrigation purposes.

7. That the Rest Area and the school district participate jointly and proportionally to their respective flows for any further expansion or capital expense required to keep the sewage disposal system operational.

8. That the Rest Area and the school district participate jointly and proportionally to their respective flows for assessments incurred when the regional sewage system is made available to the area.

Very truly yours,

H. G. E., INC.

Joseph L. Stonecypher, P.E.
Project Engineer

JLS/ks
cc: Steve Clay

NORTH VALLEY HIGH SCHOOL - OREGON STATE HIGHWAY DEPARTMENT
SEWAGE INTERTIE

1. Pretreatment to consist of:

   a. Aeration of all sewage for a minimum detention time of 48 hours prior to discharging to the school system.

   b. Screen and degrit all sewage to prevent large objects and gravel from entering the schools system.

2. Immediate design and construction to be paid for by Manzanita Rest Area to facilitate connection will consist of:

   a. Extension of the sewer line to the schools east property line 1150 lineal feet plus three manholes at approximately $50,500 total cost.

   b. Replacement of comminutor and flow recorder station. Approximate cost $12,000.

   c. Propeller flow meter at pump discharge. Approximate cost $1,000.

3. Payment by the rest area to the School District for their share of the existing sewage disposal system shall be based on their relative flows for the 1977-78 year.

   a. School Flow - 2,844,000 Gallons 42%

   b. Rest Area Flow - 3,949,000 Gallons 58%

   c. Total capital cost of sewage system including underground, automated sprinkler system $301,631.45.

   d. Rest areas proportion (58%) $175,000.

4. The rest area shall limit its flow to no more than its recorded flow from September, 1977 to August, 1978 on a month by month basis. This flow is shown on the attached graph. It will be measured at the rest area and information provided to the school monthly.

5. The actual cost of operation and maintenance shall be shared by the school district and the rest area and based on proportionate flow.

   a. Previous years operation & maintenance costs:

(1)	Electrical Costs	$1,470.17
(2)	Chemical Costs	$ 149.52
(3)	Man Power	$3,570.66
(4)	Vehicle	$ 628.56
	Total	$5,818.91

b. Anticipated annual operation and maintenance costs with rest area hooked to system:

$13,854.55

c. Anticipated proportionate annual shares:

(1) School share (42%) - $5,818.91/year
(2) Rest areas share (58%) - $8,035.64/year

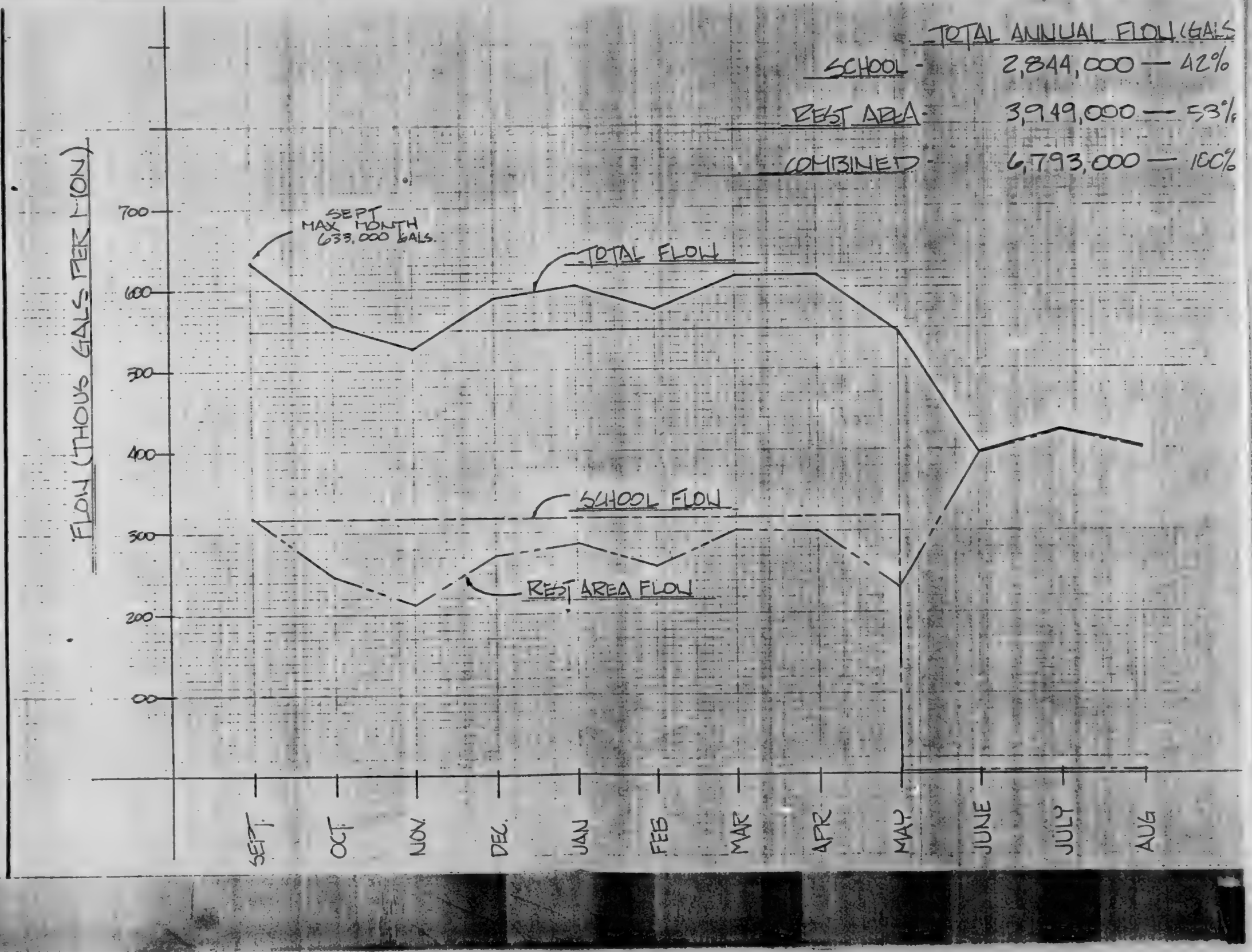
6. Seven additional acres of possible irrigation area will have to be acquired, by easement or by purchase. This area would be used only in the event of an extremely wet winter, possibly one in twenty. Normal operation would be limited to the school existing irrigation area. The cost of acquirement shall be shared in proportion to flow, i.e., Rest Area 58%, School District 42%.

TOTAL ANNUAL FLOW (GALS

SCHOOL - 2,844,000 — 42%

REST AREA - 3,949,000 — 53%

COMBINED - 6,793,000 — 100%



Manzanita Safety Rest Area Sewage Disposal System

Sewage Disposal Alternate Costs

(Assumes 10 yrs. until possible to hook into proposed local sewer district except for pipeline to Grants Pass.)

Summary:

Item	Operate Existing Plant	Connect to High School Lagoon	Effluent Pipeline to Grants Pass
Pipeline, etc.	(Included in Hook-up fee for Sewer Dist.)	$ 71,500	$158,400
Pump stations (2)	----	----	30,000
Pretreatment facility	----	20,000	15,000
Hook-up fee (School)	----	175,000	----
Hook-up fee (Sewer Dist.or G.P.)	$ 25,000	25,000	7,500
Add'l waste irrigation area, etc.	----	14,000	----
Maint. costs (10 yr. period)	364,000	80,400	51,600
Engr. & Cont.	10,000	22,900	50,900
Subtotals	$399,000	$408,800	$313,400
Inflation on maint. costs (9%/yr. for 10 yrs.)	196,000	43,300	27,800
Total cash outlay	$595,000	$452,100	$341,200

Manzanita SRA

I. Existing physical-Chemical Plant

→ {(2) Operating & Maintenance costs:—

1977	Jan	$2855.08	1978	January	$3366.18
"	Feb.	2083.94	"	February	2297.73
"	March	2395.72	"	March	2538.16
"	April	2155.32	"	April	2928.72
"	May	2287.46	"	May	2848.59
"	June	2564.90	"	June	2348.78
"	July	4199.97	"	July	2465.99
"	August	2180.79	"	August	2656.29
"	September	1559.47	"	September	2073.39
"	October	3087.15	"	October	1715.08
"	November	2218.42	"	November	— (Not reported)
"	December	2152.10	"	December	— (Not reported)
	Total	$29,718.30		Total	$26,078.91

(3) Ave. Opr. Cost = $\frac{29718.30 + 26078.91}{22}$ = $2536.24/mon.

(1) Hook-up Fee (Colonial Valley Sewer District) = $25,000

(2) Engr. & Contingencies @ $1000/yr. = 10,000

Subtotal (Engr. & Fees): — $35,000

(4) Equip. Replacement and unanticipated Maintenance = $500/mon.

Total Monthly O&M = 2536.24 + 500 = 3036.24/mon.

Total Operation & Maintenance Cost for 10 year period.

Total O&M = 12 x 10 x ($3036.24) ≈ $364,000

Inflation factor: (O & M)
(Assume 9%/year for 10 yr)
$364,000 [$1.09^5 - 1$] ≈ 196,000

Total Cash Outlay $595,000

Mon Zonita SRA

II Connect to North Valley High School Sewage Lagoon. (Grants Pass School District)

1. Construct sewer line on school property; furnish & install meters, communitor, irrigation equipment		# - 63,500
2. Construct sewer to R/W line		- 8,000
3. Construct pretreatment facility		- 20,000
		# 91,500
4. E. & C	= 25%	22,900
Sub-Total (Construction):		# 114,400
5. Hook-up Fee to School District		# 175,000
6. Assumed Sewage District assessment		25,000
7. Additional Waste irrigation land		14,000
Sub-Total (Fees & Land):		# 214,000
Subtotal (Construct, Land & Fees):		# 328,400
9. Operation & Maintenance:		#
#13,854.55 - #5513.91 = #8035.64 /year		
Total O. & M for 10 year Period:		
10 x #8035.64 ≅		#80,400
10. Inflation factor (O. & M)		
(Assume 9%/year for 10yr.)		
#80,356.40 (1.09^5 - 1) ≅		43 300
Total Cash Outlay:		# 452,100

III Effluent pumping to City of Grants Pass:

1. Construct 4" P.V.C. line to M.H. near sta. 1200+00 (Pac. Hwy. I-5)

26,400' @ $6.00/LF = $158,400

2. Construct 2 pump stations one @ existing storage tank and one near sta. 1080+00 30,000

3. Remodel existing storage tank for initial treatment and disinfection 15,000

4. E & C 25% ≅ 50,900

5. Assumed hookup fee (City of Grants Pass) $7,500

Subtotal (Construction & Fees): $261,800

6. Operation & Maintenance:

Assumed City Service Fee $ 200/mon
" Elec. Power Cost 180
" Pump Maint. 50
$430/mon

Assume Yearly Maint. = 12 x 430 = $5160/yr

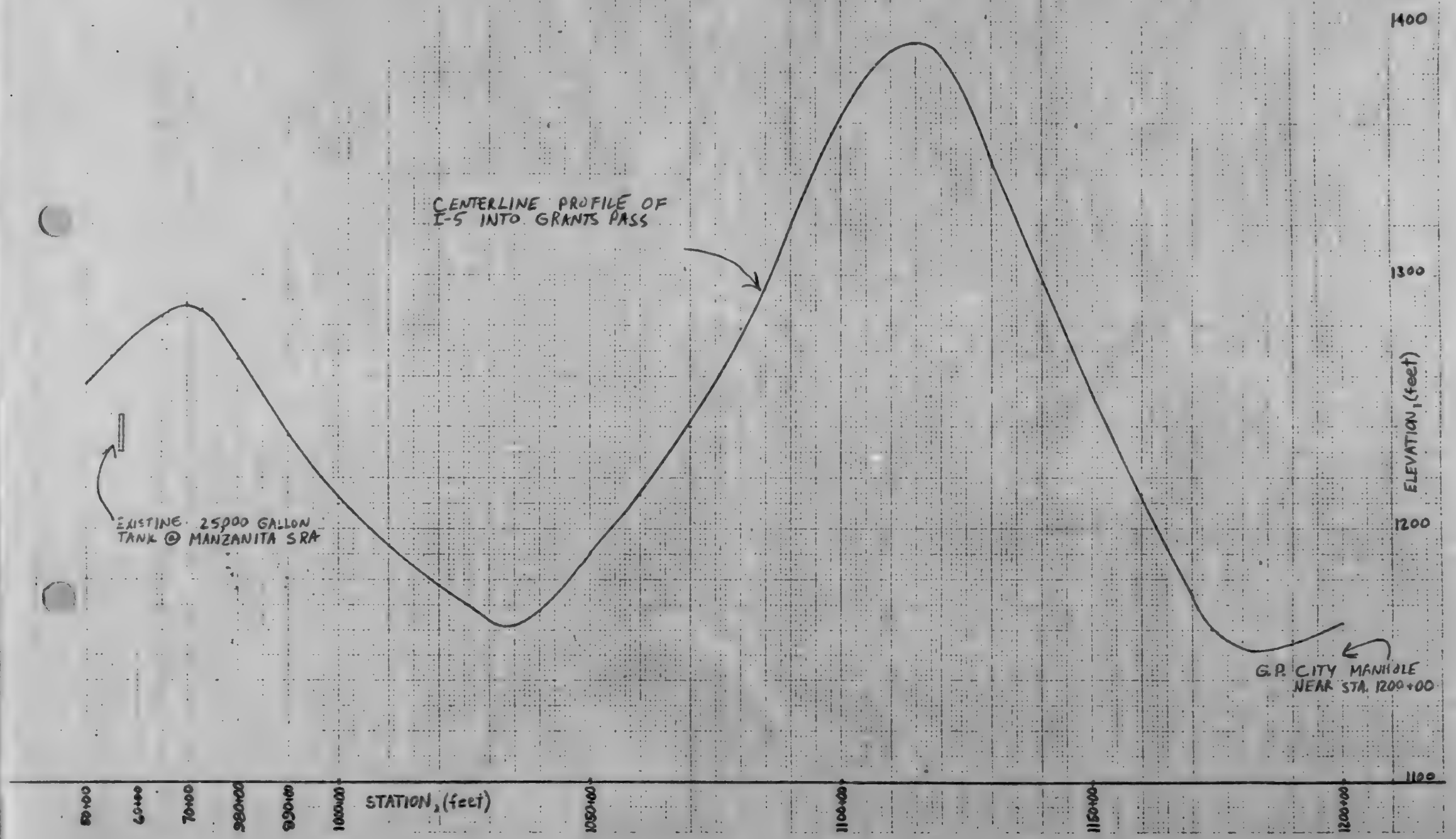
Total O & M. for 10 yr. Period = 10 x 5160 = $51,600

Inflation Factor: (Assume 9%/yr for 10 yr period)

$51,600 (1.09^5 - 1) ≅ 27,800

Total Cash Outlay: — $341,200

MANZANITA SAFETY REST AREA
JOSEPHINE COUNTY
6/24/76 - JIM HANSEN



7883

ROBERT W. STRAUB

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 22, 1978

Mr. Tom B. Hill
Salem Sand and Gravel
P. O. Box 1008
Salem OR 97308

Manzanita Safety Rest Area
Sewage Treatment Plant
Pacific Highway (I-5)
Josephine County
Contract 7883
Plant Modification Time Extension Agreement

The following are comments on the "Time Extension Agreement" form received from you during our meeting of November 13, 1978.

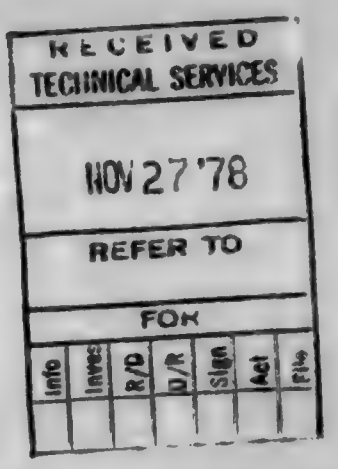
1. Under scope of the Agreement it should be stated that any remodeling, testing, or additions to the plant shall be at the sole expense of the Contractor.

2. The timetable is acceptable to us provided it is acceptable to the Department of Environmental Quality. Any plans for remodeling of the existing facilities must be approved by them before any work is done. The DEQ review period might not agree with the proposed timetable.

3. A performance bond must be furnished to guarantee completion of the proposed work.

4. A new preliminary acceptance date will have to be established after completion of the work with final acceptance to be one year from that date.

5. The following are preliminary comments regarding "Attachment 'A', Scope of Study":



A. Heavy metal/chemical analysis will be of little use unless the trailer dump stations are in operation.

B. Recirculation must be provided for in any scheme for renovation of the plant.

C. We are not in favor of an "Add-on" packaged unit being used in front of the existing plant. This appears to be an unwarranted additional maintenance expense.

D. The trailer dump stations are not now in operation. We have made an investment in these stations and would like to use them if at all possible. The original loading calculations estimated 7,325 gpd for trailer dumps.

We must conclude a new agreement by the 20th of December 1978 in order for it to be effective as of January 1, 1979.

The existing sewage disposal plant has been revised and reworked several times and has not been able to satisfactorily meet the specified effluent quality requirements. The required technical capability of maintenance personnel and the actual maintenance costs have been much greater than were originally represented by Chem-Pure sales personnel. Because of the poor track record of the facility we are investigating possible alternate means of disposal. This course of investigation will parallel your studies of plant operations.

Prior to your expenditure of funds on the actual work of plant revisions we should get together to determine a course of action which will be the most beneficial to the public, the State, and Chem-Pure from an economic and functional point of view.

By a copy of this letter we are requesting Federal Highway Administration tentative approval of your proposal in principle.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Structural Design Engineer
Enclosure
cc Glen L. Green, FHWA /w/ encl.
E. S. Hunter /w/ encl.
Jack Sollis /w/ encl.
Alfred Shirley /w/ encl.

TIME EXTENSION AGREEMENT

THIS AGREEMENT, made the _____ day of _____, 1978 by and between SALEM SAND & GRAVEL - CHEM PURE WEST, hereinafter called the Contractor and the STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, BRIDGE DESIGN SECTION, hereinafter called the Owner, WITNESSETH, that the Contractor and the Owner, agrees as follows:

1. PURPOSE: The Contractor wishes to extend the January 1, 1979 final acceptance (or rejection) date of the Manzanita Rest Area Chemical-Physical Treatment System to bring the plant facilities within an effluent limitation acceptable to the State of Oregon Department of Environmental Quality.

2. SCOPE: In consideration for this time extension the Contractor agrees to perform the following:

A. To evaluate the facilities to develop necessary corrections to bring the plant within the acceptable operating standard (see scope of study Attachment A).

B. Develop Engineering Plans and Specifications for making the necessary improvements developed in 2-A.

C. Construct and place into operation those facilities designed in 2-B.

Owner

By: _____

(SEAL)

Attest:

_____
Secretary

Contractor: Salem Sand and Gravel Company an
Chem Pure West, Inc.

By: _____

Title: President

Phone Number: 399-0711

Attachment "A"

SCOPE OF STUDY

Study to be completed January 12, 1979

(Sampling Trip scheduled December 18 to the 22, 1978)

A. Collection System plus influent loading to Manzanita Rest Area Wastewater Treatment System.

1. Weir and record influent flow prior to 25,000 surge sump. Compare measured flow with water usage within park.
2. Perform the following water quality analysis on influent waste (composite samples):
   a. Biochemical Oxygen Demand (BOD-5)
   b. Suspended Solids (SS)
   c. Heavy Metals/Chemical
      1. Cadmium
      2. Zinc
      3. Lead
      4. Mercury
      5. Arsenic
      6. Maganese
      7. Iron
   d. pH
   e. Disolved Oxygen (DO)
3. Perform the above over a 3 day period.
4. Evaluate data collected

B. Surge Tank (25,000 gallon)

1. Evaluate the purpose and operation of the surge tank.
2. Evaluate the surge tank areation system.

3. Evaluate the surge tank solids problem.
4. Evaluate the influent pumping system to plant in relation to liquid and solids movement.
5. Perform the following water quality analysis on the effluent from this system (composite samples for 3 day period).
    a. BOD-5
    b. SS
    c. Heavy metals/chemical
        1. Cadmium
        2. Zinc
        3. Lead
        4. Mercury
        5. Arsenic
        6. Manganese
        7. Iron
    d. pH
    e. DO

C. Headworks - throttle valve, sewage box, bar screen, comminutor, grit chamber, air floation chamber and grease removal tank.
    1. Evaluate the performance capability of the above units in relation to:
        a. present loading
        b. design loading
    2. Perform the following water quality analysis on the composite effluent of these facilities (grabs for a 3 day period)
        a. BOD-5

c. Heavy metals/chemical

1. Cadmium
2. Zinc
3. Lead
4. Mercury
5. Arsenic
6. Manganese
7. Iron

d. pH

e. DO

D. Air Roll Tank - Primary Clarifier - Chemical Floc Tank and Chemical Feed System.

1. Evaluate the performance of these units in relation to:
   a. present loading
   b. design loading
2. Perform jar test for floceulation feed rate on the air roll tank effluent (prior to addition of ferric chloride).
3. From jar test data, experiment with actual plant with WT3000 added prior to primary clarifier and after primary clarifier (as performed now).
4. Perform the following water quality analysis on the effluent of the roll tank, primary clarifier, and chemical floc tank (3 day period - grab composite)
   a. BOD-5
   b. SS
   c. DO

d. pH

5. Evaluate performance of these units at first startup of plant after being turned off at night with the following water quality analysis on the initial effluent from the primary clarifier and chemical floc tank (3 grab samples)

   a. BOD-5

   b. SS

   c. DO

   d. pH

E. Pre-Tower; Rain Tower; and Rain Tower effluent hold tank

1. Evaluate purpose of these units and their performance in relation to:

   a. present loading

   b. design loading

2. Perform the following water quality samples on the influent and effluent of the rain tower (3 grab samples) during operation and at start up after shut down (3 grab samples)

   a. BOD-5

   b. SS

   c. DO

   d. pH

   e. Nitrogen (Ammonia)

   f. Nitrogen (Nitrate)

   g. Nitrogen (Nitrite)

3. Evaluate the need of these units in relation to recycling water vs. spray irrigation.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Mr. Thomas B. Hill
Salem Sand and Gravel Co.
P. O. Box 1008
Salem, OR 97308

November 2, 1978

NOTED
E. S. HUNTER

Manzanita Safety Rest Area
Sewage Treatment Facility
Contract 7883
Final Acceptance Date, Revision

I have just read the October 24, 1978 letter from Barbara Burton, Environmental Specialist with the Department of Environmental Quality, in which she indicates you have until January 1, 1979, to evaluate and redesign the subject facility.

As you know, January 1 is the date of final acceptance (or rejection) of the facility by the Department of Transportation in accord with contract terms. In order to extend that date a written agreement between the contract parties will be required. Please advise me as to the extension time required for your planned revisions.

This agreement should be completed as soon as possible in order to allow time for required approvals by both parties.

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Assistant Structural
Design Engineer

cc E. S. Hunter
Glen Green FHWA
Barbara Burton DEQ
C. T. Keasey
Alfred Shirley
Jack Sollis
Keith Martin
Gordon Ballard

RWE:smd

RECEIVED
TECHNICAL SERVICES
NOV 2'78
REFER TO
FOR
Init. | Insert | R/D | D/R | Sign | Ret. | File

Form 81-731-0027 (9-77)

7883

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-51		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Josephine
MODIFICATION NUMBER (Mo modif #3)	8-28-18	Project Number I-5-2(73)64

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 16, 19 73, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 399,432.00	$ 436,525.00
Federal funds	$ 367,629.00	$ 402,781.00
Other revisions		

This modification is made for the following reasons:

To include approved Price Agreement costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of August, 19 78.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Hunter

Technical Services Engineer
(Title)

By XX For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

File

Oregon State Highway Division
Salem, Oregon August 18, 1978

Federal Aid Project
I-5-2(73)64

Manzanita Safety Rest Area
Pacific Highway in Josephine County

Revised Project Agreement

Type Code Y022 (Experimental)
Install Sewage Disposal Facility

Subtotal of Previous Estimate of January 3, 1975		$247,085.00
	Subtotal	$247,085.00
	Engineering	37,060.00
	Total	$284,085.00

Type Code Y022
Treatment Plant Building and Utilities

Subtotal of Previous Estimate of January 3,1975		$118,645.00
Additional Approved Items		
PA #2 Backfill Tank and Restore Area	Lump Sum	$ 1,300.00
PA #3 Plan Revisions	" "	1,976.76
PA #4 Install Fuel Tank	" "	1,443.00
PA #5 Install Rain Tower Enclosure	" "	1,001.65
Subs. Siding (State Credit)	" "	323.15
PA #6 Furnish & Install Conc. Vault	" "	317.16
Bedding Existing Cleanouts	" "	87.43
Furnish Add. Cover for Oil Tank	" "	14.81
PA #7 Extend Existing Drain Vents	" "	461.65
Install 2-in. Vault Drains	" "	83.96
PA #8 Extend Chain Link Fence	" "	476.76
PA #10 Install Pyrocrete	" "	6,860.00
PA #11 Sub Farm Gate (State Credit)	" "	100.00
PA #12 Install Roof Access	" "	315.00
		$ 13,915.03
	Increase	$ 13,915.03
	Subtotal	132,560.03
	Engineering	19,879.97
	Total	$152,440.00

Length of Project - - - - - - - - - - - - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Sewage Disposal Facilities	$284,085.00	$262,125.00	$21,960.00
Building & Utilities	152,440.00	140,656.00	11,784.00
TOTAL	$436,525.00	$402,781.00	$33,744.00

Sewage Disposal Facilities
Group 1 - 100%
Contract No. 7883
Prefix 617-1077

Building & Utilities
Group 1 - 100%
Contract No. 7932
Prefix 617-1078

788.3

STATE COPY

MONTHLY TRANSACTION NUMBER 7-29	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 8	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 7-16-74	COUNTY Josephine
MODIFICATION NUMBER 2		PROJECT NUMBER I-5-2(73)64

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 16, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 284,328	$ 369,727
Federal Funds	$ 262,348	$ 341,146
Other revisions		

This modification is made for the following reasons:

To include increase in cost of sewage disposal system and authorized utility work.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16th day of July, 1974.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Warren W. Cozad
(Division Engineer)

for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division

Federal Aid Project
No. I-5-2(73)64

MANZANITA SAFETY REST AREA

PACIFIC HIGHWAY IN JOSEPHINE COUNTY

Salem, Oregon, July 8, 1974

Project Agreement Estimate.

Type Code Y022 (Experimental)
Install Sewage Disposal Facility

Negoitaited Contract (Wasteco and Chem-Pure, Inc.)	All Required	$218,380.00
	Subtotal	$218,380.00
	10% Engineering	21,838.00
	Total	$239,218.00

Type Code Y022
Treatment Plant Building and Utilities

Service Road and Building Site	All Required	$ 20,000.00
Electrical Supply System, Complete	All Required	12,600.00
Potable Water Line to Sewage Plant	All Required	2,800.00
Reconstruct Toilet Building, Water Piping System	All Required	6,500.00
Sanitary Sewer System, Complete	All Required	31,200.00
Recycled Water Line, Complete	All Required	4,500.00
Waste Water Disposal System, Complete	All Required	6,900.00
Treatment Plant Building	All Required	28,900.00
		$113,400.00

Anticipated Items

Temporary Erosion Control	All Required	$ 200.00
Sewage Flow Meter (E.W.)	All Required	3,500.00
Waste Water Pump (E.W.)	All Required	1,000.00
Work by Pacific Power & Light Co.	All Required	545.00
		$ 5,245.00
	Subtotal	$118,645.00
	10% Engineering	11,864.00
	Total	$130,509.00

Length of Project - - - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Sewage Disposal Facilities	$239,218.00	$220,726.00	$18,492.00
Building and Utilities	130,509.00	120,420.00	10,089.00
Totals	$369,727.00	$341,146.00	$28,581.00

Sewage Disposal Facilities

Group 1 - 100%

Contract 7883

Prefix: 617-1077

Building and Utilities

Group 1 - 100%

Contract No. 7932

Prefix: 617-1078

STATE COPY

-7883

5

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
10-21		Oregon
PROJECT REPORT NUMBER 6	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Josephine
MODIFICATION NUMBER 1	(PPM 21-7) 10-9-73	PROJECT NUMBER I-5-2(73)64

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 16, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 154,418	$ 284,328
Federal Funds	$ 142,481	$ 262,348
Other revisions		

Originals attached in #7932

This modification is made for the following reasons:

to include contract for treatment plant building and utilities.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9th day of October, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. J. Smith for G. L. Green
(Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
1-42		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Josephine
	1-16-73	PROJECT NO. I-5-2(73)64

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 2.6 md. N. of Grants Pass

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-30-72	0.0
OTHER *(Specify)*		

FUNDS Pro-rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 154,418	$ 142,481

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. L. Peterson

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

fd By Henry W. Green
G. L. Green (Division Engineer)

Date executed by Division Engineer 1-16-73

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid
Project No. I-5-2(73)64

MANZANITA SAFETY REST AREA

INTERSTATE I-5, JOSEPHINE COUNTY

Salem, Oregon, January 11, 1973

Project Agreement Estimate
Type Code Y022 (Experimental)
Install Sewage Disposal Facility

Negotiated Contract Wasteco Inc.	All Required	$ 140,380.00
	Subtotal	$ 140,380.00
	10% Engr. & Cont.	14,038.00
	Total	$ 154,418.00

Retain In Program

Connections to existing water & toilet facilities		$ 32,400.00
Building to house "Wasteco" plant		18,000.00
	Subtotal	$ 50,400.00
	10% Engr. & Cont.	5,040.00
	Total	$ 55,440.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Negotiated Contract	$154,418.00	$142,481.00	$ 11,937.00
Retained in Program	55,440.00	51,154.00	4,286.00
	$209,858.00	$193,635.00	$ 16,223.00

Group 1 - 100%

Contract

Prefix 617-1077

7883

Department of Transportation

ROBERT W. STRAUB
GOVERNOR

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 25, 1978

Mr. Robert Brady
Salem Sand & Gravel
P. O. Box 1008
Salem, Oregon 97308

NOTED
E. S. HUNTER

Manzanita S.R.A.
Sewage Treatment Plant
Pacific Hwy. (I-5)
Josephine County
Contract 7883

You have previously received a copy of a report showing performance results for the subject treatment plant for the month of July, 1978. This and previous reports indicate the plant is not performing within the specifications and the DEQ permit.

The plant is being operated within the guidelines furnished by your organization, yet continually fails to perform satisfactorily. Under the terms of the contract, unsatisfactory performance during the current preliminary acceptance period could result in return of the plant to the contractor.

Your review of the situation and evaluation of necessary contractor action under the terms of the contract appear to be warranted.

Walter J. Hart
Structural Design Engineer

cc: E.S. Hunter
Jack Sollis
Alfred Shirley
George Thornton
Gordon Ballard

RECEIVED
TECHNICAL SERVICES
AUG 25 '78
REFER TO
FO
Info | Invest | R/D | D/R | Oct | File

7883-L

9

DEPARTMENT OF JUSTICE

Memorandum

TO: Bob Ellison
Building & Foundation Design Engineer

DATE: July 28, 1978

FROM: Jack L. Sollis
Assistant Attorney General & Counsel

SUBJECT: Sewage Treatment Facility
Manzanita Safety Rest Area
Contract No. 7883.

NOTED
E. S. HUNTER

Attached please find a letter from Salem Sand and Gravel indicating that they have taken over all of the assets and liabilities of Chem Pure West, Inc. It would appear that we have no problem with enforcing the contract against them or enforcing the bond against them.

I would suggest that you keep a copy of this for your file and have the original sent down and put with the general contract file in General Files.

JLS:sb;hg

RECEIVED
TECHNICAL SERVICES
JUL 31 '78
REFER TO
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

RECEIVED
JUL 31 1978
BRIDGE SECTION

NOTED
R. W. ELLISON

SALEM SAND and GRAVEL COMPANY

1375 FRONT STREET, N.E. . P.O. BOX 1008, SALEM, OREGON 97308 . PHONE (503) 399-0711

NOTED
E. S. HUNTER

July 27, 1978

Oregon State Highway Division
Highway Building
Room 211
Salem, Oregon 97310

Attention: Mr. Jack Sollis

Re: Sewage Treatment Facility
Manzanita Safety Rest Area
Contract #7883

Dear Mr. Sollis:

On July 25, 1978, Chem Pure West, Inc., an Oregon corporation was dissolved and Salem Sand and Gravel Company, an Oregon corporation, as the sole stockholder of all issued stock of Chem Pure West, Inc., assumed all assets and liabilities of the dissolved corporation.

Specifically, Salem Sand and Gravel Company assumes the Manzanita Safety Rest Area Contract #7883 liability and the responsibility for the completion of that contract.

The Performance Bond is not affected by the dissolution of Chem Pure West, Inc. and remains in force.

If there are any questions, please call.

Yours truly,

SALEM SAND AND GRAVEL COMPANY

Robert G. Brady, Jr.
Secretary

RGB/nmb

RECEIVED
JUL 31 1978
BRIDGE SECTION

788-

8

January 23, 1978

Mr. Thomas B. Hill
Chem Pure West, Inc.
P. O. Box 1008
Salem, OR 97308

bc Walter J. Hart
C. T. Keasey
Jack Sollis
Alfred Shirley
Keith Martin
G. J. Ballard

Dear Mr. Hill:

Preliminary Acceptance
Sewage Treatment Facility
Manzanita Safety Rest Area
Contract 7883

We have been notified that the Supplemental Agreement covering the sewage treatment facilities in Manzanita Safety Rest Area has been fully executed and that you have been sent a copy. We have been notified by Resident Engineer Keith Martin that the sludge transfer system and acid supply system were completed and acceptable as of January 1, 1978.

The date for preliminary acceptance of the treatment facility is, therefore, designated as January 1, 1978, as required by Part I, Paragraph 2, of the original agreement. Final acceptance will be given on this contract as of January 1, 1979 provided the terms of the agreements (original and supplementals) are met.

One of the requirements of the agreements is that the facility produce effluent of a certain quality. If such quality is produced during the preliminary period, final approval can be given according to the terms of the agreement. If the quality is not maintained, we will have no option except to invoke the provisions of Part III, Article 7, of the agreement.

The facility is being operated, as of January 1, 1978, in accord with procedures mutually agreed upon by Chem Pure West, Inc., and the State. Such operation by our personnel should in no way relieve you of responsibility for the facility should it fail to function as required under the terms of the agreement. Your continued attention to the operational performance of this facility is necessary if its performance is to fulfill the terms of the agreement.

Very truly yours,

GJB:dh ja

E. S. Hunter
Technical Services Engineer

cc Glen L. Green
FHWA

#7883

January 18, 1978

Chem Pure West, Inc.
P. O. Box 1008
Salem, OR 97308

Gentlemen:

Attached for your records is a supplemental agreement covering the sewage treatment facilities in Manzanita Safety Rest Area on the Pacific Highway in Josephine County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

fkn

Att.

cc Bob Ellison (agree. att.)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisitions

Number	Name	Consideration
49471	Rice, Robert Lee & Juanita M.	$ 8,137.50
49691	Keffer, Julia White	1,550.00
	2 Transactions	$ 9,687.50

(2) Supplemental agreement with Chem-Pure West, Inc., covering the sewage treatment facilities in Manzanita Safety Rest Area on the Pacific Highway, Josephine County. Supplemental disposes all outstanding bills incurred by both parties and makes certain changes in the sewage disposal facility. (Structures) (Contract No. 7883)

(3) Revised agreement with State of Washington pertaining to the development of contract plans and construction of a bridge across the Columbia River in the vicinity of Portland, Oregon, and Vancouver, Washington, (Interstate 205 Bridge). (Agreements dated 10-21-69 and 5-29-74 shall be null and void on the date the revised agreement becomes effective.) (Structures)

12/21 10 FHA via Fund

(4) Agreement with City of Reedsport for installation of traffic signals on the Oregon Coast Highway at 22nd Street, Douglas County. State will design, install and maintain the signal equipment utilizing Federal Aid Title II Safety Funds. The City has agreed to pay all costs of electrical energy consumed. (Local Government Unit)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 12-9-77

APPROVED

STATE HIGHWAY ENGINEER

Dated this 13 day of Dec, 1977

Glenn L. Jackson, Chairman
Oregon Transportation Commission

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

This letter was not sent to OTC

DATE: November 28, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Sewage Treatment Facilities
Manzanita Safety Rest Area
Pacific Highway, I-5
Contract 7883
Supplemental Agreement

On November 30, 1972, an agreement was made with Wasteco, Inc., and Chem Pure West, Inc., covering the design and construction of an experimental on-site sewage disposal facility for the Manzanita Safety Rest Area on the Pacific Highway in Josephine County.

On June 5, 1974, a supplemental agreement was made covering certain changes, additions and modifications to the facility.

Since 1974 there have been problems with the operation and maintenance of the facility. The emergency nature of some of these problems caused expenditure of funds for corrective work by both the State and the Contractor without regard to responsibility for the expenditure. These corrective measures and concurrent plant improvements have finally put the facility in condition to operate in compliance with the project agreement and DEQ requirements. The results obtained during the test month of October 1977 verify this. Such performance allows us to give the facility preliminary approval in accord with the original agreement. Final approval will follow after a year of satisfactory performance.

In order to fix responsibility for expenditures made on the facility since 1974 and to settle accounts, a second supplemental agreement has been written. Our accounting indicates that expenditures made since 1974 by the State and the Contractor are about equal to their respective responsibilities

for costs during the period. Each has made some expenditures which are the responsibility of the other. However, when everything is taken in account, each has, by coincidence, spent a monitary amount equal to his responsibility. This is reflected in the agreement which is written for no cost for each party.

This agreement will be on the Consent Calendar at the December 15 meeting and your approval and authority for me to sign for and on your behalf is requested.

12-2-77 weekly report to Gf per Isabel

The plant was installed as an experimental project using FHWA funding. It has not been a successful experiment due to its inordinately high cost of operation. The DEQ has reviewed this project and concurs that the plant has suffered from a multitude of design and operational problems and that the cost of operation is excessive. Because of this, alternate, more economical methods of handling sewage disposal are being investigated and the experimental plant will probably be abandoned. A sanitary sewer district, recently organized for the area, includes the safety rest area. It appears that joining this district may be a future economical solution to this problem.

REW:dh ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
R. L. Schroeder
Alfred Shirley, Jr.
E. S. Hunter
W. J. Hart
D. H. Moehring
George Bell
V. E. Skoog
C. T. Keasey

advise PL of this suppl. file in Cont. 7883

NOTED
C. W. HEAD

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-2(73)64

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.

COUNTY NAME
Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	1-4-78	Interstate 5	Primary 1

GENERAL LOCATION:
"Manzanita Safety Rest Area"

GENERAL DESCRIPTION OF WORK:
Supplemental Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)
Supplemental Consultant Agreement

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12-30-77 I approve the Supplemental Agreement with Chem-Pure West for the subject project. Also, as requested, two approved copies of the Agreement are returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-12-78	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—426-787

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Alfred Shirley
Region Engineer

DATE: December 13, 1977

FROM: R. W. Ellison
Administration Engineer
Structural Design Section

ORIGINAL SIGNED
R.W. ELLISON

SUBJECT: Manzanita Safety Rest Area
Sewage Disposal Facility
Operation and Maintenance Accounting

NOTE
E. S. HUNTER

Attached is a copy of FHWA's November 3, 1977 letter which responds to our request for PE funds to study alternates to the subject sewage disposal plant. The need for such studies was outlined in Walt Hart's letter of September 26, 1977 to Ed Hunter (a copy was sent to you).

FHWA indicates that they will consider an alternate solution to the sewage disposal problem when "normal" operating and maintenance are found excessive. Records to date indicate such costs to be excessive. The Feds, however, believe the costs to date have been abnormal because they were influenced by numerous problems inherent in the efforts to enable the plant to produce specification effluent. A record of operation under "normal" conditions is necessary before the Feds will support studies for an alternate system of sewage disposal.

It now appears that we will, in accord with the project specifications, give the Contractor preliminary approval of the plant about the middle of the month. Final approval will follow one year later if the plant continues to produce specification effluent. It is necessary that accurate operation and maintenance costs be kept during this period in order to provide a record of "normal" costs.

I would appreciate receiving a monthly summary of such costs in order to be kept abreast of the situation. This would also allow doing some preliminary "spade work" prior to making a pitch to the Feds a year from now.

RWE:dh

Attachment

cc E. S. Hunter /w/ attach.
John Jenkins /w/ attach.
D. H. Moehring
G. J. Ballard

RECEIVED
TECHNICAL SERVICES
DEC 13 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

01-128-1387

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

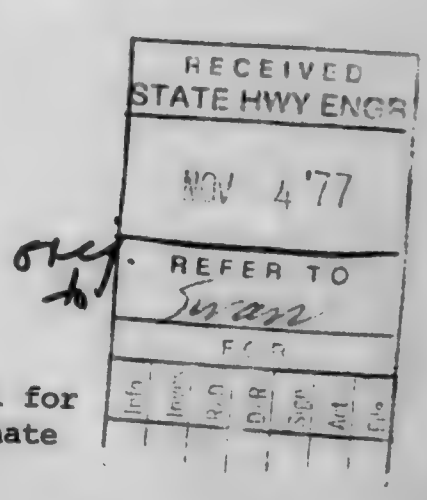
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

SUBJECT: Oregon Project NO. I-5-2(57)59
Jumpoff Joe Creek - N. Grants Pass Section
Josephine County

DATE: November 3, 1977

In reply refer to: HB.3-OR

FROM : G. L. Green, Division Administrator



TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Swan's October 18, 1977 letter requested approval for preliminary engineering to study and design an alternate sewage facility for the Manzanita safety rest area.

I understand that preliminary acceptance of the existing facility will be determined in November following a month long evaluation of the plants operations.

If acceptable, a year long evaluation period is dictated by the contract before final acceptance can be made.

We have agreed to participate in certain testing of the plants operation during the year trial period.

To date, the operation of the plants has been plagued with numerous problems which has hampered attempts to evaluate "normal"operating costs.

If preliminary acceptance can be given, the year long test period should provide valuable operation and maintainence data of national concern.

Therefore, I am reluctant at this time to start preliminary engineering of an alternate facility.

After monitoring the plant during the year of normal operation, I will consider an alternate solution if operation and maintenance costs are excessive.

G. K. Hansen
for G. L. Green

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 18, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Minor Program Change
Project No. I-5-2(57)59
Jumpoff Joe Creek-N. Grants Pass Section
Josephine County

We hereby request your approval of a minor program change on the subject project to include in the character of proposed work preliminary engineering necessary for study and design of an alternate sewage facility, including a possible pipe line to Grants Pass, for the Manzanita Safety Rest Area at an estimated total cost of $30,000.

We further request authorization to proceed with the necessary studies to determine the economical feasibility of an alternate system at an estimated total cost of $10,000 with an obligation of $9,220 in federal funds.

CL:dmc
cc: H. S. Coulter
C. T. Keasey
A. Shirley
G. Ballard

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
OCT 19 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Alfred Shirley
Region Engineer

DATE: December 13, 1977

FROM: R. W. Ellison
Administration Engineer
Structural Design Section

ORIGINAL SIGNED
R.W. ELLISON

SUBJECT: Manzanita Safety Rest Area
Sewage Disposal Facility
Sewage Testing A reement Extension

NOTED
E. S. HUNTER

Attached is a copy of the sewage testing agreement extension with the City of Grants Pass relative to the subject project. This extension covers the period from August 1, 1977 through December 31, 1978. The fee charged by the City is increased from $90 to $100 per week.

Also attached is a copy of the Federal Highway Administration's letter of authorization for funding of the extension.

RWE:dh

cc E. S. Hunter
Keith Martin /w/ attachment
John Jenkins
V. E. Skoog /w/ attachment
G. J. Ballard

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FOR
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81-125-1307

7883

December 12, 1977

Mr. Ed Gallagher
Public Works Coordinator
City of Grants Pass
101 N. W. "A" Street
Grants Pass, OR 97526

Dear Mr. Gallagher:

Attached for your records is a fully executed copy of a letter agreement to continue through December 31, 1978, for sewage testing and other work in the Manzanita Safety Rest Area.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

fkm

Att.

cc Bob Ellison (agree. att.)
Don Harwell (agree. att.)

12-13-77
4 copies of agree. to Ellison
fkm

7883

STATE OF OREG[illegible]

INTERO[illegible]CE MEMO

TO: Mr. D. H. Moehring, Manager
Office of Project Management

DATE: November 30, 1977

FROM: R. W. Ellison
Administration Engineer
Structural Design Section

ORIGINAL SIGNED
R.W. ELLISON

NOTED
E. S. HUNTE

SUBJECT: Manzanita Safety Rest Area
Contract 7883
Sewage Testing Agreement Extension

Attached are the original and one copy of a signed letter agreement extending the period of sewage testing being done by the City of Grants Pass for the subject project.

Please have these approved by the Federal Highway Administration. After such approval the original should be forwarded to C. W. Head for the Transportation Commission files. The copy should be returned to this office for copying and distribution.

Continuation of testing is required to monitor the plant for compliance with specifications and DEQ requirements.

This extension is for the period of August 1, 1977 through December 31, 1978. The only change from the original agreement is the weekly fee charged by Grants Pass. This fee has been increased from $90 to $100 per week.

RWE:dh

cc E. S. Hunter
Alfred Shirley

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TECHNICAL SERVICES
NOV 30 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Appl | File

81-125-1387

7813

COMMISSION SERVICES COPY

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Department of Transportation

ROBERT W. STRAUB
GOVERNOR

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Mr. Ed Gallagher
Public Works Coordinator
City of Grants Pass
101 N. W. "A" St.
Grants Pass, OR 97526

October 26, 1977

Manzanita Safety Rest Area
Pacific Highway
Sewage Testing Agreement Extension

By letter of agreement dated August 14, 1974, the City of Grants Pass agreed to perform certain work including tests of sewage of the Manzanita Safety Rest Area.

By letter dated March 3, 1977, the City authorized continuation of the original agreement until August 1, 1977. Since August 1 the testing has continued on a verbal basis.

This letter will serve as authorization to continue through December 31, 1978, testing and other work per the original agreement with the understanding that the fee charged by the City will be $100 per week instead of $90 as stipulated by the original agreement. If this is acceptable, please sign and return the original and one copy. An executed copy will be sent to you when all required signatures are affixed.

Walter J. Hart
Structural Design Engineer

FEDERAL HIGHWAY ADMINISTRATION

G. K. Hoffner
Dist. Engr. for Division Admin.
DEC 7 1977

Effective date of authorization for work 8-1-77

CITY OF GRANTS PASS

Ed Gallagher
Public Works Coordinator

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this contract. Approval was given for this contract on NOV. 23, 1977 by CHAIRMAN JACKSON, which approval is on file in the Commission records. The delegation order also authorizes the State Highway Engineer to execute the contract on behalf of the Commission.

State of Oregon by and through its
Department of Transportation
Highway Division

H. S. Coulter
State Highway Engineer

Form 81-731-0027 (9-77)

7883

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

November 21, 1977

Chem Pure West, Inc.
P. O. Box 1008
Salem, OR 97308

Attention Mr. Thomas B. Hill, President

Manzanita Safety Rest Area
Sewage Treatment Facility
DEQ Report
Contract 7883

Enclosed is a copy of a DEQ letter dated November 18, 1977 and attached report concerning the subject project. The report contains comment on plant design and cost of operation.

The plant produced effluent quality within DEQ requirements during the test period October 3 to November 3, 1977. Accordingly, we plan to issue preliminary approval as soon as Transportation Commission approval of the last agreement between you and the State is received. It is anticipated that this will occur during the first half of December.

WALTER J. HART

Walter J. Hart
Structural Design Engineer
Enclosure

cc E. S. Hunter
Jack Sollis
Alfred Shirley /w/ attach.
John Jenkins /w/ attach.
G. J. Ballard
Keith Martin /w/ attach.

RECEIVED
TECHNICAL SERVICES
NOV 22 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 81-731-0027 (9-77)

7883

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the File

DATE: November 16, 1977

FROM: Gordon J. Ballard

SUBJECT: Test Report
Sewage Treatment Facility
Manzanita Safety Rest Area
Contract 7883

NOTED
E. S. HUNTER

Enclosed is a test report from the City of Grants Pass on the influent and effluent of the Manzanita Safety Rest Area treatment facility. The test results are in accord with our amended Discharge Permit except for the fecal coliform concentrations. This failure is due to operator error and was immediately corrected.

The quantity and quality of the effluent is as follows:

1. The monthly average influent flow was approximately 8,500 gallons per day which is less than the permit allowance of 45,000 gallons per day.

2. The monthly average 5-day 20°C Biochemical Oxygen Demand (BOD^5) concentration was 9 mg/L which was less than the permit limitation of 15 mg/L.

3. The monthly average Suspended Solids (SS) concentrations was 8 mg/L which was less than the permit limitation of 15 mg/L.

4. The effluent received disinfection in the form of chlorine and in sufficient amount to reduce the fecal coliform count to below the required weekly average count of 100/100 ml in all but one week. This particular weekly average count was 554/100 ml. The monthly average of a 139/100 ml exceeds the permit limitation of 50/100 ml and is attributed to one high count on the 20th of October. This particular bad test was caused by operator error in metering chlorine to the effluent. The error was immediately corrected.

The average chlorine residual is 2.3 ppm for the month. The current permit does not require any amount of chlorine residual. The original permit required a chlorine residual of 2.0 ppm after 60 minutes contact time.

I feel that the treatment plant can now operate within the parameters required by our discharge permit. I recommend a preliminary acceptance

RECEIVED TECHNICAL SERVICES NOV 17 77 REFER TO FOR Info Invest R/D D/R Sign Act File

81-128-1387

be given to Chem-Pure West, Inc., and that the supplemental agreement be forwarded to the Transportation Commission for execution. The date of the supplemental agreement should be the date of preliminary acceptance.

Chem-Pure, West, Inc., FHWA, should be informed of our decision as soon as the supplemental agreement is signed.

GJB:dh

cc E. S. Hunter /w/ encl.
Jack Sollis /w/ encl.
Alfred Shirley /w/ encl.
C. T. Keasey /w/ encl.
Glen L. Green, FHWA /w/ encl.
Keith Martin
R. W. Ellison

WASTEWATER TREATMENT PLANT MONITORING REPORT

FOR MANZANITA REST AREA MONTH OCTOBER 1977

DATE	DAY	SUSPENDED SOLIDS Mg/L RAW	SUSPENDED SOLIDS Mg/L FINAL	TOTAL SOLIDS Mg/L RAW	TOTAL SOLIDS Mg/L FINAL	BOD Mg/L RAW	BOD Mg/L FINAL	COD Mg/L RAW	COD Mg/L FINAL	FECAL COLIFORM NUMBER PER 100ML	SETTLEABLE SOLIDS MI/L RAW	SETTLEABLE SOLIDS MI/L FINAL	PH RAW	PH FINAL	CHLORINE RESIDUAL mg/L
1	S														
2	S														
3	M	147	1			99	4			—	12.0	<0.1	8.4	7.8	4.8
4	T														
5	W														
6	T	232	1			119	4			—	15.0	<0.1	8.4	3.3	0
7	F														
8	S	287	45			143	5			0	18.0	8.0	7.4	4.8	0.4
9	S														
10	M														
11	T	68	6			78	8			5	1.0	<0.1	8.5	8.6	0
12	W														
13	T														
14	F	708	1			223	10			0	11.0	<0.1	8.6	7.7	4.2
15	S														
16	S														
17	M	113	11			42	5			2	0.6	<0.1	9.6	8.4	0
18	T														
19	W														
20	T	358	8			129	14			>1105	25.0	<0.1	7.9	8.5	1.1
21	F														
22	S														
23	S	278	3			101	9			0	10.0	<0.1	8.9	6.1	6.1
24	M														
25	T														
26	W	277	3			134	25			0	20.0	<0.1	7.8	7.3	3.0
27	T														
28	F														
29	S	223	3			98	7			0	11.0	<0.1	7.8	6.0	3.7
30	S														
31	M														
TOTAL		2691	82			1166	91			>1112	123.6	<8.9	83.3	68.5	23.3
AVERAGE		269	8			117	9			>139	12.4	<0.9	8.3	6.9	2.3
MAXIMUM		708	45			223	25			>1105	25.0	8.0	9.6	8.6	4.8
MINIMUM		68	1			42	4			0	0.6	<0.1	7.4	3.3	0

ALL TESTS PERFORMED IN ACCORDANCE WITH "STANDARD METHODS FOR

14	F	708	1			223	10										
15	S																
16	S																
17	M	113	11			42	5			2	0.6	<0.1	9.4	8.4	0		
18	T																
19	W																
20	T	358	8			129	14			>1105	25.0	<0.1	7.9	8.5	1.1		
21	F																
22	S																
23	S	278	3			101	9			0	10.0	<0.1	8.9	6.1	6.1		
24	M																
25	T																
26	W	277	3			134	25			0	20.0	<0.1	7.8	7.3	3.0		
27	T																
28	F																
29	S	223	3			98	7			0	11.0	<0.1	7.8	6.0	3.7		
30	S																
31	M																
TOTAL		2691	82			1166	91			>1112	123.6	<8.9	83.3	68.5	23.3		
AVERAGE		269	8			117	9			>139	12.4	<0.9	8.3	6.9	2.3		
MAXIMUM		708	45			223	25			>1105	25.0	8.0	9.6	8.4	4.8		
MINIMUM		68	1			42	4			0	0.6	<0.1	7.4	3.3	0		

ALL TESTS PERFORMED IN ACCORDANCE WITH "STANDARD METHODS FOR WATER & WASTE WATER" @ THE CITY OF GRANTS PASS WATER RESTORATION PLANT LABORATORY.

RECEIVED
NOV 16 1977
BRIDGE SECTION

George Katsinis
Chief Plant Operator

7113

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

October 10, 1977

NOTED FILE: LOC 17

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Regional Construction Engineer

TO: Frank Terpin
Location Engineer

SUBJECT: Sewage Treatment
Manzanita S.R.A.
Pacific Highway
Josephine County

Enclosed for your approval and further processing is a survey authorization to come up with a more economical method of handling the sewage at the Manzanita Rest Area. (See attached correspondence).

jwg/cw
Encl.

cc H. S. Coulter
George Thornton

7883

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

September 30, 1977

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Structural Design Engineer

TO: Mr. D. H. Moehring
Project Management Engineer

SUBJECT:

Manzanita Safety Rest Area
Pacific Highway, I-5
Josephine County
Alternate Facility

The sewage treatment facility which was installed at the Manzanita Safety Rest Area under Contract 7883 (Federal Aid No. I-5-2(73)64) has a high operating cost. Because of this it appears prudent to install an alternate system if economically feasible. Our calculations indicate that we could install a pipe line to carry septic tank effluent into Grants Pass and pay for it in six years with the operating cost of the present plant. Other alternates may be available.

The attached request for preliminary engineering study and design of an alternate system has been approved by Mr. Hunter. As indicated in the attachment, FHWA has indicated concurrence with this procedure.

Please program the required PE with FHWA for federal-aid financing.

RWE:dh
Attachment

cc H. S. Coulter /w/ attach.
C. T. Keasey /w/ attach.
Alfred Shirley /w/ attach.
G. J. Ballard /w/ attach.

RECEIVED
STATE HWY ENGR
OCT 3 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
H.S.COULTER

7883

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 26, 1977

FILE:

RECEIVED
TECHNICAL SERVICES
SEP 27'77
REFER TO
FOR
Info | Invest | R/D | D/R | Hgs | Agt | Ltr

FROM: Walter J. Hart
Structural Design Engineer

TO: Mr. E. S. Hunter
Technical Services Manager

SUBJECT:
Sewage Treatment Facilities
Manzanita Safety Rest Area
Pacific Highway, I-5
Josephine County
Contract 7883

We have reached agreement with the contractor regarding settlement of outstanding bills, revisions to the plant, and preliminary approval for the subject project. The contractor has installed a sludge transfer system and revised the acid handling system. The State will put new charcoal in the filters and the plant should be ready to operate at its maximum efficiency. The plant will then be operated for a one-month test period. If it produces effluent in accord with the revised DEQ permit, it will be given preliminary approval in accord with contract specifications. Final approval will follow a year later providing effluent quality is maintained. If the plant doesn't produce during the one-month test period, the contractor will be requested to remove the plant and reimburse the State in accord with contract provisions.

It is anticipated that preliminary approval will be given. However, due to the excessive operating costs ($32,000 per year) it appears prudent to check the economics of alternate sewage disposal systems. One such system is a pipe line through which septic tank effluent is pumped to the City of Grants Pass sewage disposal system.

The existing plant was installed as an experimental project. It was expensive to install, is expensive to operate, and has difficulty producing the specified effluent. This is an experimental project which has not worked out as hoped and an alternate system which will be less costly in the long-run should be found.

We have made an economic study which indicates that the $32,000 per year operating cost would pay for a pipe line into Grants Pass in six years. This assumes an inflation rate of 8%, an increased maintenance rate of 4% due to an aging plant, and an 8% interest rate.

On this basis it appears that we should make arrangements to install a pipe line to Grants Pass and dispose of the existing experimental facility.

Your letter of November 3, 1976, to the Federal Highway Administration suggested the possibility of abandoning the existing plant because of its

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 9-29-77

high operating cost. FHWA letter of November 11, 1976 indicated concurrence providing it could be justified economically.

It is requested that preliminary engineering be programed for study and design of an economically feasible alternate to the existing plant. It is estimated that $10,000 will be required for this work.

RWE:dh

cc H. S. Coulter
C. T. Keasey
Alfred Shirley } cy 9-29-77

#7883

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 6, 1977

Mr. Thomas B. Hill
Chem-Pure West, Inc.
P. O. Box 1008
Salem, OR 97308

NOTED
E. S. HUNTER

Sewage Treatment Facility
Manzanita Safety Rest Area
Contract 7883

Thank you for your prompt compliance to our requested revisions to the treatment plant at Manzanita Safety Rest Area. These revisions should help the plant to operate within the parameters of our waste discharge permit.

We want to have a trial test of the plant operation during the month of October 1977. If the plant can operate within the parameters of our waste discharge permit during this period, we will then execute the supplemental agreement and preliminary acceptance will be given. Approval of the agreement will be made by the Transportation Commission at their monthly meeting.

It is agreed that the installation of a replacement PH controller will take place expeditiously and at no cost to the State of Oregon. We will be happy to assist you in the installation of the required equipment.

Replacement carbon is now on order and when it is installed you will be notified. Failure of the carbon filters have been partly responsible for the plant's operating outside the permit requirements.

The execution of this supplemental agreement is understood to be full payment under the terms of the original agreement dated November 30, 1972 and supplemented on June 5, 1974.

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Structural Design Engineer
Enclosure

RECEIVED
TECHNICAL SERVICES
SEP 7'77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cc E. S. Hunter
C. T. Keasey
Jack Sollis
Glen L. Green, FHWA
J. X. Wilson

7883

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 3, 1977

FILE:

ORIGINAL SIGNED
R.W. ELLISON

NOTED
E. S. HUNTER

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Memo to the File

SUBJECT:
Manzanita Safety Rest Area
CON 7883
June 1, 1977 Meeting
Supplemental Agreement

A meeting was held June 1, 1977 between representatives of Chem-Pure West and OSHD to discuss the supplemental agreement sent to Chem-Pure West by Walt Hart on May 26, 1977.

Representing Chem-Pure West were Dean Robbins, Tom Hill and Bob Brady. Representing OSHD were Jim Gix, Gordon Ballard, and me.

Chem-Pure West was in agreement with the Supplemental Agreement as written, except for responsibility of a couple of the outstanding bills. They will present written evidence as to responsibility of those items as they see it. Such evidence is to be based on fact and not whimsey. The State agreed to consider the division of responsibility as presented by Chem-Pure. Chem-Pure West understood that the State would consider, but not necessarily accept such division. The Supplemental Agreement can be consummated when such responsibility is resolved.

Chem-Pure West will begin construction of the new sludge transfer system and new acid supply system immediately.

The following revision in wording of the Supplemental Agreement was agreed to:

> Page 1, Article 3 of the Recitals shall read "Whereas, State and Contractor now desire to make certain design changes incorporated in the sewage disposal facility as herein set forth."
>
> Page 2, Article 2, sentence 4. Change the word "actual" to "estimated."

Final payment on this contract was discussed. The State agreed that final payment will be made in accord with the terms of the contract.

It is the desire of both Chem-Pure West and the State that this agreement be consummated as soon as possible and that preliminary approval of the project be given at the earliest possible date.

RWE:dh
cc E. S. Hunter
Chem-Pure West
Jim Gix
Gordon J. Ballard

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STATE HWY ENGR
JUN 6 '77
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FOR
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7853 Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: May 25, 1977

In reply refer to: HB.3

SUBJECT: Oregon Project I-5-2(73)64
Sewage Treatment Facility
Manzanita Safety Rest Area

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Hart's May 18 letter summarizes your proposed supplemental agreement which I understand will conclude all unresolved contractual matters on this project.

On May 25, Mr. Ballard advised Mr. Lowe that the proposed agreement will be changed to use figures computed by your organization rather than previous amounts determined by the contractor. I understand this revised agreement also includes some subsistance and travel costs for the contractor that were overlooked before and that the new net amount owed the State is about zero.

Although we have not reviewed the detailed cost justification, I do agree with the logic and general approach used in arriving at the proposed supplemental agreement.

I understand a meeting is scheduled with the contractor on June 1 to negotiate the settlement.

G. K. Hoosman
for G. L. Green

orig to

RECEIVED
STATE HWY ENG
MAY 27 '77
REFER TO
Hart
FOR

Manzanita SRA

Mr. W. J. Hart
Bridge Engineer

May 23, 1977

ORIGINAL SIGNED BY SWAN
George N. Hopkins
Local Government Programs Engineer

Supplemental Agreement
Manzanita Safety Rest Area
Pacific Highway, No. 1
Chem-Pure West, Inc.
Negotiated Contract No. 7883

Per your request, subject agreement was reviewed by this office. We find the form acceptable and offer no suggestions for revisions.

Supplemental agreements carry the same file number as the original. In this case, Negotiated Contract No. 7883.

MCH:sch

cc: Jack Sollis
J. X. Wilson
M. Taylor - Materials

NOTED
...OR C. HOLMES

7883

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

May 26, 1977

Mr. Robert G. Brady, Jr.
Chem-Pure West, Inc.
P. O. Box 1008
Salem, OR 97308

NOTED
E. S. HUNTER

Sewage Treatment Facility
Manzanita Safety Rest Area
Josephine County
Contract 7883

Enclosed for your review and comments is a draft of the proposed supplemental agreement between OSHD and Chem-Pure West, Inc., as referred to in Mr. E. S. Hunter's letter of November 3, 1976. Items attended to in this supplemental agreement are as follows: 1) disposition of all outstanding bills, 2) a new sludge transfer system, 3) a new acid supply system, 4) preliminary acceptance date, and 5) liability insurance held by Chem-Pure West, Inc.

In general, the responsibility for the outstanding bills is assigned on the basis of replacements and failure-caused maintenance for Chem-Pure and ordinary maintenance and improvement for the State. The sludge transfer and storage system will be accepted in lieu of bringing the sludge incinerator up to an acceptable condition. Chem-Pure will be responsible for costs up to the amount estimated to make the incinerator satisfactory. The State will be responsible for the estimated cost above that. A new acid supply system using 50 gallon barrel delivery will be accepted in lieu of renovating the original acid supply system. Chem-Pure will be responsible for cost up to that estimated for repair of the original system and the State will be responsible for costs estimated above that.

The disposition of all outstanding bills is summarized in Exhibit B. The cost responsibilities for each particular item were discussed at a meeting held in the Bridge Section of OSHD on January 23, 1976 and

are outlined in a memo to the file written by D. O. Christensen, January 28, 1976. Further discussions of cost responsibilities of outstanding bills were held on February 6, 1976 at a meeting at the office of Hydronix, Inc. (2425 S. E. Ochoco St., Portland, Oregon). These discussions are summarized in a memo to the file written by J. S. Hansen, OSHD, February 12, 1976, and cost responsibilities were clarified in a letter written by D. O. Christensen, OSHD, to Jim Gix, OSHD, February 12, 1976.

The new sludge transfer system and the new acid supply system (Exhibit E) are summarized in Exhibits C and D. The cost responsibilities of these systems were given in our letter of November 3, 1976. A summary and cost trade-off is included as Exhibit A.

The preliminary acceptance date has been set in the agreement as "the date of completion and acceptance of the new sludge transfer system and the new acid supply system."

The last item attended to is the liability insurance requirement of Part I, paragraph 12 of the original agreement. The supplemental agreement will void this insurance as of the date of preliminary acceptance.

As verified in your letter of May 24, 1977, we will meet with you at 1:30 p.m. on Wednesday, June 1.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

Enclosure

cc E. S. Hunter /w/ encl.
Jack Sollis /w/ encl.
Glen L. Green /w/ encl.
C. T. Keasey /w/ encl.
George Hopkins /w/ encl.
J. X. Wilson /w/ encl.

RECEIVED
STATE HWY ENGR
MAY 26 '77
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FOR
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7883

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Mr. Robert G. Brady, Jr.
Chem-Pure West, Inc.
P. O. Box 1008
Salem, OR 97308

May 20, 1977

NOTED
E. S. HUNTER

Sewage Treatment Facility
Manzanita Safety Rest Area
Josephine County
Contract 7883

We have received your revised drawings and costs of the necessary revisions at the Manzanita Safety Rest Area Treatment Plant and are reviewing same.

We have drafted a proposed supplemental agreement disposing of outstanding bills and costs for these latest changes. This proposed agreement has been sent to our region office in Roseburg and to the Federal Highway Administration. Their reviews and comments are due by Wednesday, May 25, 1977.

We would like to meet with you in my office, here in the Transportation Building, to discuss the draft. The meeting could be on either Tuesday, May 31, or Wednesday, June 1, 1977 at 1:30 p.m. Please indicate which date is more convenient for you.

We would like this agreement consummated by June 8, 1977 in order that it can be considered for approval by the Transportation Commission at their June 21 meeting.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

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MAY 23 '77
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc Glen L. Green /w/ encl.
E. S. Hunter /w/ encl.
Jack Sollis /w/ encl.
J. X. Wilson /w/ encl.
M. Laylor

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

chem
pure
west, Inc.

May 19, 1977

Mr. Walter J. Hart
Oregon State Highway Division
Highway Building
Salem, OR 97310

Re: Manzanita Safety Rest Area Contract #7883

Dear Mr. Hart:

Enclosed please find revised drawings and costs in compliance with your letter of May 13, 1977.

Any questions on the proposed changes should be made to Gary Thorne, P & T Manufacturing, Inc. at Tualatin, Oregon 638-9602.

Please advise when you wish to meet.

Very truly yours,

CHEM-PURE WEST, INC.

Robert G. Brady, Jr.

RGB:bjm
Enc.

NOTED
G. J. [illegible]

RECEIVED
MAY 19 1977
BRIDGE SECTION

p.o. box 1008 • salem, oregon 97308 • 503/581-1415

P & T MANUFACTURING, INC.
11085 S.W. INDUSTRIAL WAY (P.O. BOX 451)
503 638-9602
TUALATIN, OREGON 97062

May 19, 1977

Rev. No. 3

Chem-Pure West
P.O. Box 1008
Salem, Oregon 97308

Attention: Bob Brady

Re: Sewage Treatment Plant
Manzanita Safety Rest Stop
Contract #7883

Dear Bob,

In accord with the additional information received on 4/12/77 and 5/16/77, regarding the above noted project, we herewith submitt a preliminary lay out and list of proposed changes, for your review and comments. See drawings attached.

Proposed Changes to Manzanita Rest Stop

1. Remove and replace existing pump at sludge holding tank.

2. Install new 2" line from sludge holding tank to existing acid tank.

3. Convert existing acid tank to new sludge storage tank as follows:

   a) Clean existing acid tank
   b) Remodel existing connections at top of tank
   c) Install new vent to atmosphere
   d) Install truck loading fittings and piping from existing sludge tank
   e) Install new 3/4" water connection to acid tank
      (This connection will be used to maintain liquidity)
   f) Install new low speed agitating devise
   g) Install new float level gauge

4. Locate acid drum and pump in small metal insulated building outside with appropriate electrical out lets, heater, and lighting.

   a) Fabricate metal stand to appropriate height with acid resistant epoxy finish
   b) Install concrete block footings
   c) Install base and building
   d) Grout stand into place

5. Install new acid line

6. Relocate acid bath into metal building

RECEIVED
MAY 19 1977
BRIDGE SECTION

May 19, 1977

Chem-Pure West
Salem, Oregon

Re: Sewage Treatment Plant
Manzanita Safety Rest Stop
Contract #7883

7. Re-program control tapes with the assistance of Mr. Marty Laylor.

Construction Notes:

1. We propose to install a side clean-out port on the existing acid tank in order to neutralize the atmosphere within the tank, and thus enabling workmen easier access for cutting and welding.

2. The fabrication of a metal platform for the acid building requires less "On the job labor", while lending flexibility to use as well as positioning in the future.

Estimated Cost:

a)	Costs for item 1 -	$ 3,828.00
b)	Costs for item 2 -	480.00
c)	Costs for item 3 -	2,475.00
d)	Costs for item 4 -	3,274.00
e)	Costs for item 5 -	350.00
f)	Costs for item 6 -	640.00
g)	Costs for item 7 -	150.00

Total mechanical alterations .....$ 11,197.00

Estimated labor to be billed on an hourly basis plus food and lodging at cost.

Respectfully,

Gary Thorn
President

GT/at

encl:

RECEIVED
MAY 19 1977
BRIDGE SECTION

REMOVE EXIST TEE AND VENT TO ATMOSPHERE

EXIST. ACID TANK CONVERTED TO SLUDGE STORAGE

NaOH TANK (EXIST.)

NEW FLOAT ... EL GAUGE

INSTALL ¾" WATER CONNECTIONS

EXIST LINE

EXIST. TRASH & SLUDGE BURNER

PLUG

EXIST. SLUDE HOLDING

NEW 2"S LINE

NEW ... VD

EXIST TOWER K.

NEW O.H. ACID LINE

CONTROL PANEL

EXIST ACID PUMP

ACID BARREL

HEATER

8'-0" x 10'-0" INSULATED ALUM. SHED

2'-0" wide STEEL DOCK

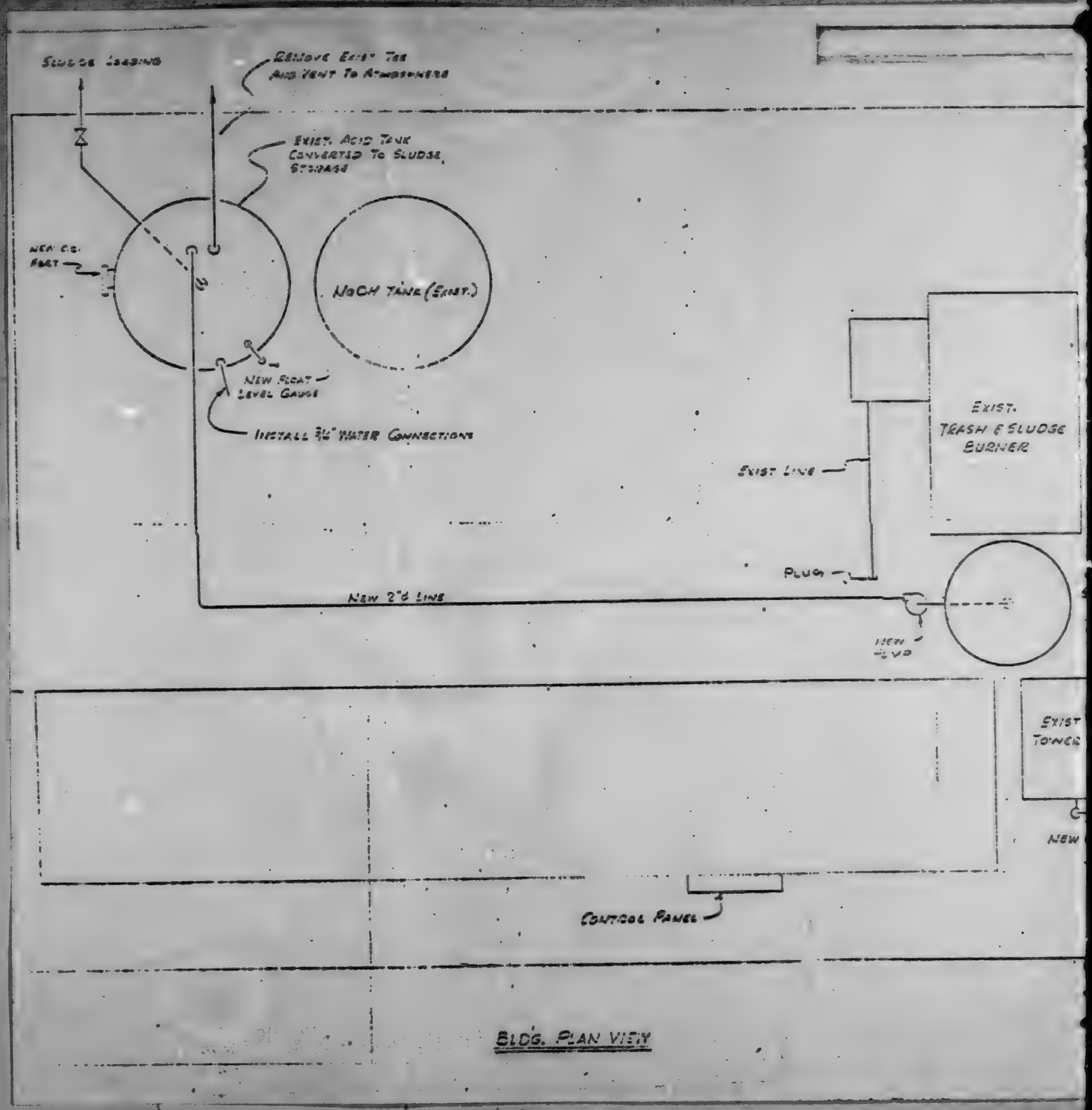
2'-0"

Steel Deck

2'-0"

EXIST. CF 8'x10' SHED

BLDG. PLAN VIEW


SLUDGE LOADING
REMOVE EXIST TEE AND VENT TO ATMOSPHERE
EXIST. ACID TANK CONVERTED TO SLUDGE STORAGE
NEW C.O. PORT
NaOH TANK (EXIST.)
NEW FLOAT LEVEL GAUGE
INSTALL 3/4" WATER CONNECTIONS
EXIST. TRASH & SLUDGE BURNER
EXIST LINE
PLUG
NEW 2"ø LINE
VENT
EXIST TOWER
NEW
CONTROL PANEL
BLDG. PLAN VIEW

7883

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

May 18, 1977

Sewage Treatment Facility
Manzanita Safety Rest Area
Josephine County
Contract 7883

Enclosed for your review and comments is a proposed supplemental agreement between OSHD and Chem-Pure West, Inc., as referred to in Mr. E. S. Hunter's letter of November 3, 1976. Items attended to in this supplemental agreement are as follows: (1) disposition of all outstanding bills, (2) a new sludge transfer system. (3) a new acid supply system, (4) preliminary acceptance date, and (5) liability insurance held by Chem-Pure West, Inc.

In general, the responsibility for the outstanding bills is assigned on the basis of replacements and failure-caused maintenance for Chem-Pure and ordinary maintenance and improvement for the State. The sludge transfer and storage system will be accepted in lieu of bringing the sludge incinerator up to an acceptable condition. Chem-Pure will be responsible for costs up to the amount estimated to make the incinerator satisfactory. The State will be responsible for the estimated cost above that. A new acid supply system using 50 gallon barrel delivery will be accepted in lieu of renovating the original acid supply system. Chem-Pure will be responsible for cost up to that estimated for repair of the original system and the State will be responsible for costs estimated above that.

The disposition of all outstanding bills is summarized in Exhibit B. The cost responsibilities for each particular item were discussed at a meeting held in the Bridge Section of OSHD on January 23, 1976 and are

NOTED
P.A. ANDERSON

outlined in a memo to the file written by D. O. Christensen, January 28, 1976. Further discussions of cost responsibilities of outstanding bills were held on February 6, 1976 at a meeting at the office of Hydronix, Inc. (2425 S. E. Ochoco St., Portland, Oregon). These discussions are summarized in a memo to the file written by J. S. Hansen, OSHD, February 12, 1976, and cost responsibilities were clarified in a letter written by D. O. Christensen, OSHD, to Jim Gix, OSHD, February 12, 1976.

The new sludge transfer system and the new acid supply system are summarized in Exhibits C and D. The cost responsibilities of these systems were given in my letter of November 3, 1976. A summary and cost trade-off is included as Exhibit A.

The preliminary acceptance date has been set in the agreement as "the date of completion and acceptance of the new sludge transfer system and the new acid supply system."

The last item attended to is the liability insurance requirement of Part I, paragraph 12 of the original agreement. The supplemental agreement will void this insurance as of the date of preliminary acceptance.

Please return your comments to this office by May 25, 1977. By means of a copy of this letter we invite comments from our legal counsel and region .

Walter J. Hart
Bridge Engineer

Enclosure

cc Jack Sollis /w/ encl.
J. X. Wilson /w/ encl.
M. Laylor /w/ encl.

7853

OREGON STATE HIGHWAY DIVISION

NOTED
E. S. HUNTER

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Mr. Tom M. Cox
Staff Design Engineer
State Dept. of Highways
4201 East Arkansas Ave.
Denver, CO 80222

May 10, 1977

Manzanita Safety Rest Area
Physical-Chemical Waste Treatment System
Design-Performance Information Exchange

Our past correspondence (1973) touched on types of waste treatment systems used in safety rest areas.

In response to your request for information, I enclose a copy of our preliminary report on the physical-chemical teatment system which has been installed in our Manzanita Safety Rest Area on Interstate Highway 5 (I-5) near Grants Pass, Oregon. This plant was manufactured by Chem-Pure Corp. of St. Louis and installed by Chem-Pure West Corp. of Salem, Oregon.

The final report will be written in about one year and a copy will be forwarded to you.

Walter J. Hart
Bridge Engineer

Enclosure

cc E. S. Hunter
A. Shirley
G. Beecroft
G. Ballard

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FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 7883

Salem, Oregon

April 7, 1977

NOTED
E. S. HUNTER

FROM: Gordon J. Ballard
Supervising Design Engineer

TO: Memorandum to the File

SUBJECT:

Sewage Treatment Contract
Manzanita Safety Rest Area
Josephine County
Contract 7883

A meeting was held in Robert Ellison's office this morning to propose a supplemental agreement to the subject contract. Attending the meeting were -

R. W. Ellison, OSHD, Bridge Section
G. J. Ballard, OSHD, Bridge Section
G. Hossner, FHWA
J. X. Wilson, OSHD, Region 3
J. S. Hansen, OSHD, Bridge Section
T. Lowe, FHWA
J. Gix, OSHD, Region 3
M. Laylor, OSHD, Materials Lab

The treatment plant contract was discussed in relation to the issuance of an ammended permit by DEQ. The instructions on finalizing this contract were given in Mr. E. S. Hunter's letter of November 3,1976. Accordingly, the terms of the supplemental agreement were proposed.

Item I: Draft an Exhibit to be attached to the Agreement that disposes of all outstanding bills, i.e., the dispositions of the bills incurred by both the State and Chem-Pure West.

Item II: Propose a new sludge transfer system in lieu of redesigning and repairing the sludge incineration system. Propose a cost trade-off.

Item III: Propose a new acid supply system outside the building in its own housing. This system is in lieu of repairing the existing acid storage tank that has suffered structural damage. Propose a cost trade-off.

Item IV: Propose a preliminary acceptance date which will coincide with the completion of the proposed modifications or repairs.

Item V: Cancel the need for liability insurance at preliminary acceptance date.

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GJB:dh
cc E. S. Hunter
R. W. Ellison
G. K. Hossner,FHWA
J. X. Wilson
J. S. Hansen
T. P. Lowe,FHWA
J. J. Gix
H. M. Laylor

April 4, 1977

Mr. Ray W. Horton
Public Works Director
City of Grants Pass
101 NW "A" Street
Grants Pass, OR 97526

Dear Mr. Horton:

Attached are two copies of a supplement to an agreement with the City of Grants Pass for sewage testing in Manzanita Safety Rest Area.

The Transportation Commission approved this supplement on March 31, 1977, and the supplement has been signed by the State Highway Engineer.

Please sign and return the original copy to 121 Transportation Building, Salem, OR 97310 for our records. You may retain the other copy for your files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm

Att.

cc Keith Martin

DOT
STATE'S
COPY

City Of Grants Pass

101 N.W. "A" STREET
GRANTS PASS, OREGON 97526
(503) 476-8801

MUNICIPAL OFFICES
Sixth and "A" Streets

March 3, 1977

Mr. Keith L. Martin
Resident Engineer
Highway Division
P.O. Box 306
Grants Pass, Oregon 97526

Dear Mr. Martin:

This letter will serve as our authorization to continue the agreement for sewage testing procedures as outlined in Highway Division letter of August 14, 1974. This extension would be until August 1, 1977, at which time, if you wish to continue with this agreement, our weekly rate will increase to $100.00 per week.

If these terms are acceptable, please sign and return the original.

Very truly yours,

Roy W. Horton
Public Works Director

cc: George Katsinis
Recall File 6-15-77

ORE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
MAR 7 1977

Oregon State Highway Division

RECEIVED
MAR 28 1977
BRIDGE SECTION

Supplement to sewage testing agreement with Grants Pass as per letter of March 3, 1977.

FEDERAL HIGHWAY ADMINISTRATION

CITY OF GRANTS PASS

Roy W. Norton
Public Works Director

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this contract. Approval was given for this contract on March 31, 1977 by Glenn L. Jackson, which approval is on file in the Commission records. The delegation order also authorizes the State Highway Engineer to execute the contract on behalf of the Commission.

State of Oregon by and through its
Department of Transportation
Highway Division

H. S. Coulter
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

March 30, 1977

NOTED
E. S. HUNTER

Manzanita Safety Rest Area
Sewage Treatment Plant
Contract 7883
Effluent Testing
City of Grants Pass Agreement Renewal

By letter agreement dated August 14, 1974, the Oregon Highway Division contracted with the City of Grants Pass for certain testing of the effluent for the subject project. This agreement (attached) was approved by your office.

As you are aware, the plant itself proved unable to produce effluent in compliance with the original DEQ permit issued for the plant.

With your concurrence we informed the Contractor that preliminary acceptance of the plant would be contingent upon revision of the permit requirements by the DEQ.

The DEQ has now issued a revised permit which we believe the plant can meet. Preliminary acceptance of the plant will be made as soon as the Highway Division and the Contractor come to agreement on responsibility for cost of a few minor revisions.

Discussion with the DEQ regarding the revised permit included a request for a decrease in the frequency of effluent testing. This request was denied because of the experimental nature of the system (see attached memo).

In order to continue the testing which was being done by the City of Grants Pass, a letter supplement to the original agreement with Grants Pass is necessary. The letter supplement is attached and provides for extending the testing work until August 1, 1977 at the same weekly cost of $90. After August 1, the weekly rate will increase to $100. Such increase will be covered by an additional letter agreement.

Please approve the attached letter agreement in the space provided and return it to this office. A completed copy will be sent to you after all signatures have been obtained.

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Acting Bridge Engineer

Enclosure

RWE:dh

cc H. S. Coulter
E. S. Hunter
D. H. Moehring
Alfred Shirley
Keith Martin
G. Thornton

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STATE HWY ENGR
MAR 31 '77
REFER TO
FOR
Info | Invgs | R/D | D/R | Sign | Act | File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

March 30, 1977

FROM: Jimmy S. Hansen
Sanitary and Water Supply Engineer

TO: Memo to the File

SUBJECT:
Manzanita Safety Rest Area
Sewage Treatment Plant
Pacific Highway
Josephine County
Contract 7883

During January 1977 I had a telephone conversation with Mr. Edgar R. Lynd (Sewage Treatment Plant Operations Specialist for the Department of Environmental Quality) concerning the proposed Addendum No. 2 to our WPCF Permit No. 2268, for the subject project. The addendum was initiated by us in our November 12, 1976 letter to DEQ requesting that they relax the effluent quality limitations of the permit. The DEQ was in the process of drafting this proposed addendum, when I initiated this telephone call to discuss the possibility of including in the addendum a reduction of the amount of testing being done.

Mr. Ed Lynd indicated that he wanted the testing to continue "as is" for an additional year for several reasons. The first reason was that this facility was still an experimental facility and was the only plant in Oregon that used the Physical-Chemical method exclusively for treatment of waste. He indicated that they were receiving valuable information from the testing. The original concept envisioned the testing to continue through the final acceptance period. The final acceptance will be one year after the preliminary acceptance of the facility. If we still desire a reduced testing procedure after the final acceptance of the facility has been granted, Mr. Lynd indicated that we should request a modification at that time.

JSH:dh

cc Glen L. Green, FHWA
Jack Sollis
Alfred Shirley
J. X. Wilson
Keith Martin

NOTED
R. W. ELLISON

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon

March 15, 1977

FROM: J. X. WILSON
Regional Maintenance Engineer

SUBJECT: Manzanita S.R.A.
Sewage Treatment Plant
Josephine County
Contract No. 7883

TO: R. W. Ellison
Acting Bridge Design Engineer

Atten: Gordon Ballard

Attached is a proposal from the City of Grants Pass for the extension of our effluent testing agreement. Would you please determine if we can execute this at our level or if Commission action will be required as was the case with the original agreement.

As you are aware, D.E.Q. has requested we maintain the same level of testing for the extended one year test period on the plant.

I have contacted Tom Lowe, FHWA, and have his tentative concurrence in FHWA participation.

jxw/cw
Attach.

cc D. H. Moehring
Keith Martin
George Thornton

NOTED
G. J. BALLARD

File

5395

February 10, 1977

Mr. George T. Thornton
District Engineer
Oregon State Highway Division
2061 N. Pacific Highway
Medford, OR 97501

Dear Mr. Thornton:

Re: Waste Discharge Permit
File No. 64730

Enclosed is the final addendum consisting of the modification to Waste Discharge Permit No. 2204.

The addendum is to be attached to and made part of your Waste Discharge Permit.

According to our records, the fees indicated on the enclosed invoice have not been paid. Please pay the amount indicated by February 15, 1977.

Sincerely,

Original Signed By
William H. Young

FEB 9 1977

WILLIAM H. YOUNG
Director

CKh:em
Enclosures (3)

cc: Oregon State Division of Transportation, Salem
Southwest Region Office - DEQ
Medford Branch Office - DEQ

NOTED
R. W. ELLISON

RECEIVED
MAR 18 1977
BRIDGE SECTION

Permit Number: 2268
Expiration Date: 4-30-80
Page 1 of 1

WATER POLLUTION CONTROL FACILITIES PERMIT

DEPARTMENT OF ENVIRONMENTAL QUALITY
1234 S. W. Morrison Street
Portland, Oregon 97205
Telephone: (503) 229-5696

Issued in accordance with the provisions of

ORS 449.083 (Recodified as 468.740)

ISSUED TO:	REFERENCE INFORMATION
Oregon State Highway Division Manzanita Rest Area State Highway Building Salem, Oregon 97310	File Number: 64730 Appl. No.: 2027 Received 2-4-75 County: Josephine

ADDENDUM NO. 2

Water Pollution Control Facilities Permit No. 2268 is modified as follows:

(1) The concentrations in 5.2 and 5.3 are changed from 5 mg/l to 15 mg/l.

(2) The fecal coliform limitation in 5.4 is changed from "a monthly average of no more than 200 per 100 ml or a weekly average of no more than 400 per 100 ml" to "a monthly average of no more than 50 per 100 ml or a weekly average of no more than 100 per 100 ml".

This addendum shall be attached to and made part of WPCF Permit No. 2268.

RECEIVED
MAR 18 1977
BRIDGE SECTION

DEPARTMENT OF ENVIRONMENTAL QUALITY

By William H. Young

Title Director

Date February 9, 1977

7883

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 7883

Salem, Oregon

February 25, 1977

FROM: R. W. Ellison
Acting Bridge Engineer

TO: Mr. J. X. Wilson
Regional Maint. Engr.

Reg. 3

SUBJECT:

Sewage Treatment Plant
Manzanita Safety Rest Area
Contract 7883

NOTED
E. S. HUNTER

As you know, we have requested Chem Pure West, Inc., to provide us with plans for modification of the sludge storage system and the acid storage system for the sewage treatment system at Manzanita Safety Rest Area. Enclosed is a copy of a Chem Pure West, Inc., letter, a set of P & T Manufacturing, Inc., plans indicating their proposed modifications, and a copy of P & T Manufacturing, Inc.'s letter describing the modifications and estimated cost to Chem Pure.

Please review the plans with your maintenance personnel and Keith Martin, Resident Engineer, and give us your comments.

We can now begin the process of negotiating a supplemental agreement with Chem Pure West, Inc., addressing all remaining unresolved matters concerning payment and request your comments. At your earliest convenience, please arrange a meeting with Gordon Ballard to discuss these matters.

JSH:dh
Enclosure (letters and plans)

cc Jack Sollis /w/ encl. (letters only)
Keith Martin /w/ encl. (letters only)
E. S. Hunter /w/ encl. (letters only)

RECEIVED
STATE HWY ENGR
FEB 28 '77
REFER TO
FOR
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chem pure west, Inc.

February 24, 1977

Mr. Gordon J. Ballard
Supervising Design Engineer
Oregon State Highway Division
Salem, Oregon 97310

Re: Sewage Treatment Plant
Manzanita Safety Rest
Area, Contract #7883

Dear Gordon:

As per your directions at the meeting on February 10, 1977, here are plans and cost estimate as prepared by P&T Manufacturing, Inc., for changes to be made at Manznita Safety Rest Area.

If you want additional information I suggest that you telephone Gary Thorne or Dean Robbins at 638-9602 (Tualatin).

We will be pleased to meet with you at your convenience.

Very truly yours,
CHEM PURE WEST, INC.

Robert G. Brady, Jr.

RGB/hb
cc: P&T Manufacturing

RECEIVED
FEB 24 1977
BRIDGE SECTION

P & T MANUFACTURING, INC.
11085 S.W. INDUSTRIAL WAY (P.O. BOX 451)
503 638-9502
TUALATIN, OREGON 97062

RECEIVED
FEB 23 1977

RECEIVED
FEB 24 1977
BRIDGE SECTION

February 22, 1977

Chem-Pure West
P. O. Box 1008
Salem, Oregon 97308

Attention: Bob Brady

Re: Sewage Treatment Plant
Manzanita Safety Rest Stop
Contract #7683

Dear Bob,

In accord with the meeting held 2/10/77 regarding the above noted project, we herewith submitt a preliminary lay out and list of proposed changes, for your review and comments. See drawings attached.

Proposed Changes to Manzanita Rest Stop

1. Remove and replace existing pump at sludge holding tank.
2. Remove existing gate valve and replace with new 2" 3-way valve.
3. Install new 2" line from 3-way valve to existing acid tank.
4. Convert existing acid tank to new sludge storage tank as follows:
   a) Clean existing acid tank
   b) Remove steel plate from inside acid tank
   c) Remodel existing connections at top of tank
   d) Install new vent to atmosphere
   e) Install new truck loading pump and piping from existing tank
   f) Install new 3/4" water connection to acid tank
      (This connection will be used to maintain liquidity)
   g) Install new low speed agitating devise
   h) Install new float level gauge
5. Locate acid drum and pump behind tower tank
6. Install new acid line
7. Furnish barrel dolley to handle acid barrels
8. Relocate acid bath
9. Re-program control tapes with the assistance of Mr. Marty Laylor

February 22, 1977

Re: Sewage Treatment Plant
Contract #7883

Construction Notes:

1. We propose to inject nitrogen into the existing acid tank in order to neutralize the oxygen, thus enabling welding and cutting within the tank, as this is a very sensitive area. We will rely on the State to determine and decide when welding and cutting can be accomplished in safety.

2. Oxygen and oxygen masks will be required to work within the tank once nitrogen has been injected. These will be supplied by the State.

3. The following estimate is based on mechanical changes only and does not include electrical or control alterations as we have no information as to the extent required.

4. Estimated construction schedule as follows:

Material deliveries	15 to 20 days
Mechanical alterations.....	approx. 2 weeks

5. Electrical and control work to be done on a cost plus basis.

6. As we have no knowledge of the existing condition of the acid tank or the amount of cleaning required to finalize the work, we have allowed 8 man hours, if the tank requires more than 8 man hours this would be on a cost plus basis.

Estimated labor and equipment not to exceed (To be billed on an hourly basis)	$ 3920.00
Material cost	6207.00
Maximum total mechanical alterations	$ 10127.00

We hope the above meets with your approval.

Sincerely,

Gary Thorn
President

GT/at

RECEIVED
FEB 24 1977
BRIDGE SECTION

7583

OREGON STATE HIGHWAY DIVISION

NOTED
H. S. COULTER

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Mr. Loren Kramer, Director
Department of Environmental Quality
1234 S. W. Morrison Street
Portland, OR 97205

November 12, 1976

Water Pollution Control Facilities Permit No. 2268
Sewage Treatment Facility
Manzanita Safety Rest Area
Josephine County

This is a request for modification of Condition 5 of Water Pollution Control Facilities Permit No. 2268 for our sewage treatment facility at the Manzanita Safety Rest Area. In general, we request that the effluent quality limitations be relaxed to a value with which the facility can comply. In particular, it is requested that the maximum monthly average five-day 20° C Biochemical Oxygen Demand (BOD) concentration limit be changed from 5 mg/l to 15 mg/l, and that the maximum monthly average Suspended Solids (SS) concentration limit be changed from 5 mg/l to 15 mg/l.

The waste from the four toilet buildings and two trailer dump stations of the rest area is treated by a Physical-Chemical Treatment Plant (manufactured by CHEM-PURE, INC. of Missouri) capable of treating 50,000 gpd. The treated effluent is partly recycled to the toilet buildings for flushing of toilets and urinals. Excess effluent is disposed of on land with spray irrigation. There is no discharge to public waters at any time.

The facility has been in operation since August, 1974, and from that time to the present, it has been unable to comply with the effluent quality limits required by the existing permit. Although the plant has not been able to meet the monthly average quality limitations, it has demonstrated recently that it can consistently maintain an effluent quality of about

10 - 15 mg/l BOD^5 and SS. Bosed on this performance, we feel that a revised monthly average limitation of 15 mg/l for BOD^5 and SS can be complied with consistently.

There have been several attempts to investigate and improve the existing facility to bring its performance into permit compliance. The majore attempt to determine the reason for non-compliance was done in the form of a study, "Operation and Maintenance Eraluation and Recommended Improvements for the Manzanita Safety Rest Area Wastewater Treatment Facility", authorized by the U.S. Environmental Protection Agency and conducted by James M. Montgomery, Consulting Engineers, Inc. The study was published in February 1976 and a copy of this report was sent to Mr. Ed Lynd of your Department. Most of the recommended improvements have been made. In addition, there have been other state and contractor initiated improvements. The plant manufacturer's representative has also made several attempts to improve plant performance. His last effort in June 1976 being of a month's duration, was an over-all "tune-up" of the plant. With all the effort and improvements, the effluent quality has improved dramatically, but it is still obvious that the facility will not be able to consistently meet the present effluent quality permit limitations for BOD^5 and SS.

The performance of the plant has been effected by the relatively high average influent characteristics of the waste (the average values for 1976 have been about 166 mg/l BOD^5 and 400 mg/l SS). These values are primarily due to the waste from the two trailer dump stations. Considering the high and fluctuating nature of the influent, the effluent that the facility has been producing recently (10 - 15 mg/l BOD^5 and SS) must be considered very good. The performance of the facility during the last four months (June 1976 through September 1976) shows 94 percent BOD^5 removal and 98 percent SS removal.

We feel that the effluent has not been a hazard since the facility has consistently complied with, or been well below the effluent quality for disinfection required in the permit.

Part of our agreement with the Contractor makes our acceptance of the plant contingent on its compliance with the Waste Discharge Permit No. 1409 (the permit was renamed Water Pollution Control Facilities Permit No. 2268, when it was renewed July 8, 1975). The facility has not received our preliminary acceptance due to its consistent noncompliance

with the effluent quality portion of the permit. We have recently indicated to the Contractor that the facility will receive preliminary acceptance contingent on your approval of our request for modification of the permit. If the permit cannot be revised, or if the facility cannot comply with a revised permit, we will dispose of the plant and look for a cost-effective alternate disposal system.

We would appreciate an expeditious review and approval of our request. If you require additional information, please do not hesitate to contact us.

ORIGINAL SIGNED
R.W. ELLISON

Walter J. Hart
Bridge Engineer

cc E. S. Hunter
H. S. Coulter
Jack Sollis
Alfred Shirley
James Gix
Keith Martin
Marty Laylor
Glen Green

RECEIVED
STATE HWY ENGR
NOV 15 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7883

November 3, 1976

bc H. S. Coulter
Walt Hart
Jack Sollis
Alfred Shirley
Jim Gix
G. J. Ballard
J. S. Hansen

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Sewage Disposal Facility
Manzanita Safety Rest Area
Josephine County
Contract No. 7883

Attached is a copy of a letter to Chem-Pure West, Inc., on the subject of preliminary acceptance of the Manzanita Treatment Plant. There were two conditions placed upon preliminary acceptance. They were (1) DEQ approval of a revision of the waste disposal permit, and (2) concurrence of the Federal Highway Administration. In any consideration of concurrence with this action, it should be kept in mind that this is first and foremost an experimental project.

In the final evaluation of the plant, a number of parameters must be weighed. The plant may produce an effluent acceptable under the terms of the permit but at a cost which is not acceptable from an operational standpoint. The results of this experimental project may well be judged negative if these operating costs are unreasonable. In that event, a cost-effective solution may be to dispose of the plant and look for a cost-effective alternate disposal system.

If this is the case, we would expect your participation in the construction of an alternate system if it becomes necessary and would appreciate receiving your comments in that regard.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachment

WJH:dh/ESH:ja

November 3, 1976

Mr. Thomas B. Hill
Chem-Pure West, Inc.
P. O. Box 1008
Salem, OR 97308

Dear Mr. Hill:

Sewage Treatment Facility
Manzanita Safety Rest Area
Contract No. 7883

The trial test period of the treatment plant authorized in my July 12, 1976 letter was completed August 13, 1976. The plant performance during that period indicates that preliminary acceptance can be authorized contingent upon revision to the waste discharge permit and the concurrence of the Federal Highway Administration.

The date of preliminary acceptance and the commencement of the final one-year operational acceptance period will be the date a supplemental agreement is executed covering the new waste disposal permit from the Department of Environmental Quality and plant modifications outlined in this letter. The failure of DEQ to approve a modified permit will leave us with no choice but to enforce the terms of Part 3, Article 7 of our agreement with you.

The history of this plant is that it cannot comply with the waste water standards of the contract (Exhibit "F" Waste Discharge Permit). The plant has demonstrated it can apparently maintain an effluent quality of 10-15 mg/l BOD^5 and SS with no effluent recycle. We believe that the water quality standards of the current waste discharge permit may be too stringent. We are applying to DEQ for a revision to the permit to modify the BOD^5 and SS qualities to more moderate limits and expect to receive their concurrence in the near future.

Item I.2.c of the contract requires the recycling of treated effluent to the urinals and toilets. The recycling of flush water was one of the primary objectives of the plant and cannot be compromised. At your request, we allowed no recycling during the last test period to determine the effect that the recycled water has on the final effluent quality. Apparently, the recycled water is not a major contributing cause to the quality of effluent. The recycle of treated effluent to the urinals and toilets will be a condition of operation during the one-year operational acceptance period. We are using fresh water to flush the trailer dump station dosing tank and to backflush the in-plant filters.

The Manzanita treatment plant is recognized as an experimental project with accompanying problems of such pilot operations. The plant operation to date has been unsatisfactory in a number of areas. The problems of operation, the costs and manpower demands have all been excessive. The incinerator was never satisfactory for the disposal of sludge and its use has been discontinued. The present temporary sludge storage system will not be satisfactory for permanent operation. An automatic sludge transfer system, possibly using the surplus acid storage tank for sludge storage, is required. The present acid storage system is also unacceptable and must be modified. We believe that these modifications are essentially your responsibility. We will resume discussions of the modifications necessary to make the plant functionally operational upon receipt of a modified waste discharge permit.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

cc Mr. Glen L. Green
Federal Highway
Administration

bc H. S. Coulter
Walt Hart
Jack Sollis
Alfred Shirley
George Thornton
Keith Martin

WJH:dh/JLS/ESH:ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 7, 1976

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STATE HWY ENGR
FILE:
SEP 8 '76
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FROM: Walter J. Hart
Bridge Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT:

Contract 7883
Manzanita Safety Rest Area
Josephine County
Sewage Treatment Plant Position Paper

The final 30-day test period of the treatment plant at Manzanita Safety Rest Area by Chem-Pure West, Inc., has been accomplished as of August 13, 1976. This test period was authorized in your letter to Tom Hill on July 12, 1976. The following evaluation has been made of the test.

1. The treatment plant has shown promise of producing a relatively high-quality effluent. This effluent, however, will not meet the monthly average requirement of our waste discharge permit, (i.e., $\geq$ 5 ppm SS, $\geq$ 5 ppm BOD^5).

   The operation of the plant has stabilized to a stage that hovers in the 5 to 15 ppm BOD^5 bracket with zero water recycle.

2. The Region is in favor of phasing out the plant as "in the best interest of the State". The plant operator believes that he can now run the plant in a much more stable condition and at a reduced cost of operation. Sludge is no longer being incinerated. It is now pumped to a storage tank and hauled away at one-sixth the cost of incineration.

3. Our Chemist has written a memo (dated 8-18-76) in which he indicated that we have finally achieved a stable plant operation and it should stay that way. He also feels that we can stand up to one-third recycle without jeopardizing the plant operation.

4. The FHWA was approached informally and they were reluctant to voice any opinion at this time. Their attitude seems to be, "What does the State want?" I feel that if we asked for a formal opinion we would be asked the same question.

5. The DEQ is receptive to the idea of modifying our permit. Possibly something on the order of the 10 to 15 ppm SS by 10 to 15 BOD^5. An application will be necessary to amend our permit. DEQ's main concern is whether we are willing to maintain this expensive treatment operation.

9-9-76
Copy To Sollis
for legal opinion.

6. The opinion of this Section is that we have finally achieved a treatment plant operation that we could live with providing we have a new Waste Discharge Permit. We can recycle the moderate amounts of treated water or waste irrigate as necessary. If we intend, however, to run a "no recycle" mode, some thought should be given to expansion of the waste irrigation area.

The plant is overly sophisticated in design and will continue to experience high operating costs ($2,500 per month) and maintenance problems. This is probably the Region's principle objection to the plant. I would agree that if the State can legally enforce the strict wording of the contract and reject the plant, it would be to the State's long-term advantage. I suspect that Chem Pure will claim substantial compliance and will take such steps as necessary to force acceptance. The options to the State, then, are as follows:

1. Enforce Part 3, Article 7, of the contract and return the treatment plant to Chem Pure West. An alternate disposal system would be to pump effluent approximately 4 1/2 miles to Grants Pass. The estimate for the 4 1/2 miles of effluent line and pump station is in the neighborhood of $200,000. The Region has had some discussion with the Josephine County School District relative to joint waste disposal. The protracted delay with the disposal plant had pretty well removed this alternate from consideration.

2. The State can give Chem Pure preliminary acceptance contingent upon modification of the Waste Discharge Permit. This would still be only preliminary acceptance. Under the terms of the contract, one year of satisfactory performance is required before final acceptance.

WJH:dh

II-1883

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 2, 1976

TO Walt Hart
Bridge Engineer

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Manzanita Safety Rest Area

Please bring the Manzanita Safety Rest Area problem to a conclusion after your contact with DEQ and a review of what you plan to recommend with FHWA for their informal concurrence.

ESH:ja

cc H. S. Coulter

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 18, 1976

Salem, Oregon

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AUG 31 '76
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FILE

FROM: H. M. Laylor
Chemist

TO: Memo to the File

SUBJECT:

Manzanita Safety Rest Area
Sewage Treatment Plant

NOTED
E. S. HUNTER

On August 9 I met with Paul Schwartzel, the plant operator supplied by Chem Pure of St. Louis, and reviewed the physical changes made to the plant, the modifications in operating parameters and the past month's test results.

The physical changes made to the plant were:

1. Changing the acid input from the primary tankage to the post tower tank.

2. Transfer of the de-watered sludge directly to a 1,000 gallon holding tank.

3. Installation of the overflow return line from the surge box to the sump.

4. Change the pump timer on the sludge draw off cycle.

The change of the acid input from the primary tankage to the post tower tank has stabilized the effluent pH to approximately 8, reduced the amount of caustic necessary for good flock formation, increased the carbon filtering efficiency, reduced the chlorine demand for obtaining 2 mg/l residual, and increased the ammonia stripping tower efficiency. When recycle is pat, back into operation an effluent pH of 7 to 8 will keep the sump in a pH range that permits aerobic digestion. A pH of 8.0 or greater will suppress aerobic digestion and the sump and plant primary would go septic.

The plant operating parameters have been modified and are now:

1. .5 ppm calgon 3000 surfactant.

2. 4 ppm Iron (Anhydrous ferric chloride put into acid solution). By going to 46° Baume' $FeCl_3$,iron cost will be reduced from $.75/lb to $.25/lb.)

3. Approximately 1 gallon of caustic per 1000 gallons of influent sewage.

4. Approximately .5 gallon sulfuric acid per 1000 gallons of influent water.

These parameters produce an effluent that is odor free, quite clear and neutral. The turbidity is typically less than 10 Jackson turbidity units.

Once the maintenance work on the plant is caught up, the operator time should be reduced to 3 to 4 hours a day.

The dewatered sludge transfer system and holding tank enables the operator to handle the sludge much more efficiently. The dewatered sludge removal by truck will be necessary 1 to 2 times a month. This should reflect in a substantial reduction in cost of operation. The cost of trucking is about $.03 per gallon. The operator attention required during incineration is also eliminated.

Installation of the overflow return line on the surge box and the new valve has not helped stabilize the influent flow rate. The flow from the valve still substantially decreases with time.

The timer correction has effectively eliminated sludge return to the sump and the solids build up appears to have been reduced.

The test results for the one month test period indicate that the corrections made to the plant have resulted in much improved and stable operation of the plant. The graphs of the biochemical oxygen demand and suspended solids show the plant to be operating near the conditions of the permit. The vertical bars drawn over each test point represent the expected variations of the tests on identical samples run on different days.[1] This variation tends to make the plant operation appear more erratic than it actually is. The last 10 days of the test period show outstanding plant operation. Water of this quality is suitable for irrigation of the rest area.

1 A private communication with the DEQ Laboratory at Beaverton.

HML:gs

Data for July 12 Through August 12 Test Period

Day	BOD[1] Raw	BOD[1] Final	SS[2] Raw	SS[2] Final	pH Raw	pH Final	Chlorine Residual	Fecal Coliform
0	348	22	429	22	9.4	7.5	4.0	0
3	7500	4	1314	45[3]	8.9	4.4	7.1	0
6	533	10	914	8	9.2	7.3	12.7	0
9	114	3	210	3	8.9	7.8	3.4	0
12	No sample							
15	123	11	143	19	8.6	7.2	3.9	0
18	142	15	321	13	8.5	8.1	5.5	0
21	150	3	329	3	8.3	8.0	1.8	0
24	455	4	1140	8	8.6	8.3	1.8	0
27	245	4	566	7	8.2	8.2	4.4	0
30	143	3	273	3	8.3	7.7	7.8	0
Ave.		6.3		8.0		7.4	5.4	0
Permit	-	5 max.	-	5 max.	-	6.0 to 9.0	2.0 min.	

1. Biochemical oxygen demand.
2. Suspended solids.
3. A suspended solids of 45 accompanied by a BOD of 4 and a pH of 4.4 is very probably erroneous.

7883

Manzanita SRA
Sewage Treatment
Plant
July 12 - Aug 12, 76

30 DAY TEST PERIOD

SUSPENDED SOLIDS

mg/l
SS

30
20
10
PERMIT
0

BIOCHEMICAL OXYGEN DEMAND

mg/l
BOD 5

30
20
10
PERMIT
0

5 10 15 20 25 30

DAYS

7815

15

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 26, 1976

FILE:

CON 7883

FROM: Gordon J. Ballard
Supervising Design Engineer

TO: Memo to the File

SUBJECT:
Manzanita Safety Rest Area
Josephine County
Sewer Improvement

NOTED
E. S. HUNTER

The necessity of the above named project has not yet been specifically determined. I propose that the project be delayed until April 24, 1977, or later.

This action is necessary because we will not determine the status of the existing sewage treatment plant until September, 1976.

GJB:dh

cc E. S. Hunter
J. H. Versteeg
L. W. Rulien
C. G. Swenson
Alfred Shirley
R. W. Ellison

RECEIVED
STATE HWY ENG
AUG 26 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

#7883

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

August 17, 1976

FILE:

NOTED
H. S. COULTER

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Regional Maintenance Engr.

TO: Walter Hart
Bridge Engineer

SUBJECT: Final Test Period
Manzanita S.R.A.
Sewage Treatment Plant
Pacific Hwy.
Josephine Co.

We now have the test results for the final test period, July 12-August 11, 1976. The B.O.D. average was 7.9, suspended solids was 13.1, chlorine residual 4.9 and Ph of 7.5.

Passing results were obtained on 3 days of a total of 10 test days. The test has demonstrated that under ideal conditions an occasional passing test can be expected.

The special conditions that concern me are:

1. Zero recycled water.

2. 2800 gpd makeup water in trailer holding tank system

In order to fulfill the intent of the contract, consistent passing results should be obtained using a minimum of 30 to 40% recycled water.

Based on the results of the test period, I can only recommend that Chem-Pure be advised that the plant does not meet the specifications. I believe it would be in the best interest of the state to phase out the operation of this plant as soon as practical.

jjg/cw

cc H. S. Coulter ✓
E. S. Hunter
George Thornton
H. M. Laylor

RECEIVED
STATE HWY ENGR
AUG 19 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7883

July 12, 1976

Mr. Thomas B. Hill
Chem-Pure West, Inc.
P. O. Box 1008
Salem, OR 97308

bc H. S. Coulter
Walt Hart
Alfred Shirley (enc.)
Jack Martin "
George Thornton "
Jack Solis "

Dear Mr. Hill:

Sewage Disposal Facility
Manzanita Safety Rest Area
Josephine County
Contract 7883

Attached is a memo of a discussion between Dean Robbins and Walter Hart of our Bridge Section on the subject of the revised treatment plant trial period. The conditions for extension of the trial period are set forth in the memo.

The one item not covered was the subject of a spare pump in the event either the existing acid or caustic pump should fail. The backup pump was delivered to the plant on July 7.

The ensuing thirty-day trial period must be considered the last attempt at putting the plant into an operating mode in conformance with our contract. There are some limiting time factors on choices for alternate disposal which will preclude any extension beyond August 15, 1976.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachemnt

cc Mr. Dean Robbins
Chem-Pure West, Inc.

ESH:dh/ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 6, 1976

CON 7883

FROM: Walter J. Hart
Bridge Engineer

SUBJECT:

Manzanita Safety Rest Area
Sewage Treatment Plant

TO:

Memo to the File

At 2:20 p.m. today (Tuesday, July 6, 1976), a phone discussion was had with Dean Robbins of Chem Pure West on the subject of the revised test period for the Manzanita Treatment Plant (refer to June 30, 1976 letters from Chem Pure, Inc. and Chem Pure West, Inc.). The following items were agreed upon.

1. The extended trial period will begin on July 12, 1976 and run for thirty days. During the trial period the operation of the plant will be wholly and totally in the hands of Mr. Sterling Kennedy of Chem Pure, Inc., or his designated agent acting on behalf of Chem Pure West. During the trial period, Mr. Jacobson, the plant operator, will be available to assist in the plant operation as requested by Chem Pure.

2. The carbon in the filters will be replaced at the State's expense. The estimated cost is $4,000. Mr. Robbins has made inquiries about the availability of new carbon and will follow up on this with Jack Ayres in Region 3.

3. During the test period the sludge will be hauled away by tank truck as required.

4. If a by-pass flow control to relieve problems with the throttling valve is required, it can be installed by Mr. Jacobson under the direction of Chem Pure.

At 2:30 p.m. today a call was placed to Jack Ayres advising him of the above discussion. The region was also advised to make arrangements to have the sludge hauled from the plant until such time as Chem Pure assumes operation of the plant. It was also indicated to the Region that we believe that the sludge removal costs during the trial period should be borne by Chem Pure.

WJH:dh

cc Dean Robbins
E. S. Hunter
Alfred Shirley
George Thornton
Jack Martin

NOTED
P.A. ANDERSON

chem pure west, Inc.

June 30, 1976

Mr. E.S. Hunter
Deputy State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Hunter:

Sewage Disposal Facility
Manzanita Safety Rest Area
Josephine County
Contract 7883

Mr. Kennedy stated he would have his man at the Manzanita site the 6th or 7th of July if the extra pump has arrived. He is concerned that a failure of either the caustic or acid pumps during the test period, with no backup pump available, would negate the 30-day test period.

Mr. Robbins of our company will know by Friday noon if the pump will arrive before the 6th.

Mr. Kennedy also asked if the sludge could continue to be hauled during the interim weekend as is being done now. We are requesting his recommendations be accepted and the test period start as soon as possible.

Very truly yours,

CHEM PURE WEST, INC.

Thomas B. Hill Jr.

Thomas B. Hill, Jr.
President

TBH:bb

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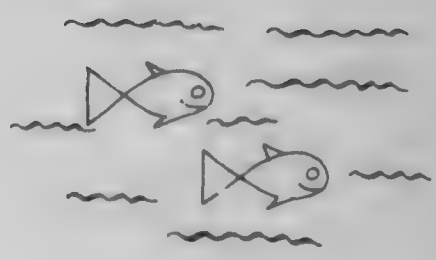
STATE HWY ENGF
JUN 30 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cc Kerr - Draft reply
Hunt 6-30-76
Hollis

p.o. box 1008 • salem, oregon 97308 • 503/581-1415

CHEM PURE Inc.

A WHOLLY OWNED SUBSIDIARY OF
STERLING ENTERPRISES



STERLING R. KENNEDY P.E.
President

30 June 1976

Mr. Dean Robbins
Chem-Pure West, Inc.
P.O. Box 1008
Salem, Oregon 97308

Dear Dean:

The following steps are recommended for the further operation of the Grants Pass, Manzanita Park Rest Area Sewage Disposal Plant:

1. Haul sludge (septic tank truck, three to four times a week) for thirty- to forty-five-day period.
2. Reactivate the carbon.
3. Purchase one extra pneumatic barrel pump.
4. Purchase extra parts for ph controller.

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After the thirty- to forty-five-day period:

a. Make the necessary changes and additions to allow pumping of the sludge to the surplus 4,000-gallon tank, and arrange to haul sludge periodically from this tank.

b. Install a two-inch (2") PVC overflow, valve-controlled, drain, from the surge box to the plant overflow line, to the sump, this serving as a by-pass type flow control.

It may be that the carbon has been clogged with surplus colloidal clay from the prolonged operation (many months) with a broken sand filter screen. In this event, the carbon would have to be replaced.

Please let me know when these items are ready to implement so that we may send a man to inspect and aid in the operation of this plant for the test period.

Very truly yours,
CHEM PURE, INC.

Sterling R. Kennedy

Sterling Kennedy, President

SK/km

3460 Hollenberg Drive Bridgeton, St. Louis County, Missouri 63044 Telephone 314/739-0440

#7883

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
July 1, 1976

RECEIVED STATE HWY ENGR
JUL 2 '76
REFER TO
FILE
FOR
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Act
Sign
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R/D
Invoes
Info

FROM: H. M. Laylor
Chemist

SUBJECT: Manzanita Safety Rest Area

TO: Memo to the Files

NOTED
E S. HUNTER

During the period from June 24 to June 29, Sterling Kennedy and Paul Schwartzel from Chem-Pure came out to study the problems and modify the Manzanita sewage treatment plant. During this period I worked with them and we discussed the problems we have with the plant and the corrective actions that should be taken.

The first action to be taken was to get a truck and remove all the sludge from the plant. The incineration facility has not been working properly, making adequate sludge disposal difficult. To correct this, Jim Gix suggested that we might truck out the sludge. In order to implement the disposal procedure, the incinerator feed pump could be piped directly to the unused acid tank. The acid tank has a 2½" fitting at the base which may be modified for direct connection to the disposal truck. Tank venting would have to be corrected and periodic (twice weekly) manual addition of Surfactant to maintain sludge flowability will probably be required. The incinerator feed pump can now be directly programed at the plant so that daily sludge disposal would be completely automatic. Once this is accomplished a significant reduction in plant maintenance cost, both in sludge disposal and labor, should be realized.

The second action to be taken was to remove the acid injection in the upper part of the plant and install it in the post tower tank. Once this was accomplished, excellent flocking by the caustic was possible. The plant effluent pH can be easily controlled to within 1 pH unit and increased efficiency of the ammonia stripping tower was realized.

During the time the plant was septic, water containing septic sludge passed through the carbon filters. This results in degradation of the absorptive properties of the carbon and necessitates rejuvination of the carbon.

Last January it was discovered that clay infiltration occurred and resulted in a ruptured sand filter. This permitted collodial clay to impact the carbon filters and even though the carbon filters were rejuvinated several times since, I do not feel that the filters are performing satisfactorily. Consequently I feel that the carbon in the filters should be removed and replaced with new carbon.

At the present time the carbon filters are in parallel. I would like to try to increase the efficiency of the carbon polishing system by putting them in series and reducing the flow. This will result in greater contact time for the water as well as increasing the available contact surfaces by a factor of 2.

The throttling valve on the plant influent line partially plugs quite rapidly. This results in uneven flow during plant operation and requires excessive operator attention. Until this is corrected, the advisability of leaving the plant in unattended operation is questionable.

If these follow-up corrections are made, I feel there is an excellent chance that the plant will meet the conditions of the permit. Also a reduction in plant operation cost should be realized.

The above are my observations and recommendations and are not necessarily in agreement with Kennedy's recommendations.

cc: Ballard
Hart
Hunter
Gix

7883

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 1, 1976

Salem, Oregon

FILE:

CON 7883

ORIGINAL SIGNED
R.W. ELLISON

FROM: Gordon J. Ballard
Supervising Design Engineer

TO:
Memo to the Files

SUBJECT:

Manzanita Safety Rest Area
Treatment Plant

NOTED
E. S. HUNTER

This memo is to make a few comments on the meeting with Chem Pure held on June 30, 1976 and reported in my Memo to the Files dated July 1, 1976. My comments are as follows:

1. Through an oversight, the waste irrigation pumping relief line was not blocked. This allowed 5 gpm waste water to be recycled to the sump. The sprinkler heads in the waste system are 10 gpm heads. The amount of waste recycled is in the range of 5 ÷ (4 x 10 + 5) = 11%. Not 33%.

2. PH control of the waste water being recycled exceeds the permit requirement. Also, anerobic bacteria cannot survive in the elevated basic condition that is prevalent in the plant sump because of recycling. Contact stabilization must be performed at the beginning of the plant process for complete treatment. This correction was made two days ago. Mr. Kennedy admits that the plant cannot operate in a septic condition.

3. Sludge incineration costs closer to 5¢ a gallon than 23¢ a gallon as stated by Mr. Kennedy.

I now believe that the plant, if operated correctly and constantly, will be able to put out an effluent of consistent high quality. Whether the permit parameters will be met is still a matter of speculation.

GJB:dh

cc E. S. Hunter
W. J. Hart
R. W. Ellison
H. M. Laylor
J. Gix
Keith Martin
J. S. Hansen

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7883

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 1, 1976

FILE: CON 7883

FROM: Gordon J. Ballard
Supervising Design Engineer

TO: Memo to the Files

SUBJECT: Manzanita Safety Rest Area
Treatment Plant

NOTED
E. S. HUNTER

A meeting was held on Wednesday, June 30, 1976 in the Staff Conference Room of the Highway Building to discuss the future of the Experimental Treatment Plant at Manzanita Safety Rest Area. Those in attendance were

Tom Hill, Chem Pure West
Dean Robbins, Chem Pure West
Bob Brady, Chem Pure West
Sterling Kennedy, Chem Pure - St. Louis
Paul Schwartzel, Chem Pure - St. Louis
E. S. Hunter, OSHD
Jack Sollis, Dept. of Justice
W. J. Hart, OSHD
J. Gix, OSHD
Gordon J. Ballard, OSHD

The meeting opened with a discussion by Tom Hill of what has happened since the last meeting held on Monday, May 17, 1976. He explained why Mr. Kennedy was here and what plant modifications and operational changes he had made since arriving last Thursday. These changes included -

1. Changed acid control to holding tank of plant.

2. Ordered sludge removal by pump-out service.

Sterling Kennedy made a statement as to what condition the plant was in when he arrived:

1. Plant was again in a septic condition when he arrived.

2. The recycling of plant effluent hasn't been stopped during the test period as promised. He estimated that one-third of the plant effluent was being returned to the plant sump by means of a pump relief loop.

3. The sludge had built up to a point where it was overflowing into the sump. This is an intolerable situation. The plant just can't operate under these conditions. No sludge is removed on weekends and the holding capacity is exceeded causing overflow and septic conditions.

4. Carbon in the filters needs to be rejuvenated.

An effluent sample was shown which was moderately clear and with only a smell of chlorine.

Mr. Kennedy drew a diagram of plant sludge removal and how it is accomplished automatically. Any surplus is drained into the sump to go through the plant again. He suggested that the surplus acid storage tank be used for sludge storage and sludge transfer. Mr. Kennedy explained the economics of the situation. Sludge burning costs 23¢ a gallon where sludge hauling would cost around 1¢ a gallon. It would pay us to pursue this course.

Mr. Kennedy said he thought the plant operator was good but overworked to the point that the plant was not operating acceptably. The plant can not be unattended on weekends.

He also felt that the current tests were not fair because of the amount of recycled water going into the sump. He felt that the plant is capable of operating in accordance with the permit if it is not left unattended on weekends, sludge is drawn off and stored regularly, and the amount of recycled water is limited to one-third of the total demand.

Mr. Kennedy felt that the permit restrictions are too strict and should be modified.

Mr. Hunter said that a contract was entered into with the Highway Division and questioned whether the product purchased by the Division was delivered.

Mr. Hunter stated the Highway Division's position with respect to the Jackson County School District, who wants the Division to join them in a joint project for sewage disposal, either pumping to the City of Grants Pass or a school district lagoon.

Deadline for these alternate methods of sewage disposal is August 1. Mr. Hunter suggested that Mr. Kennedy send a proposal through Tom Hill about testing and operating the plant during a trial period. Both Mr. Hill and Mr. Kennedy were in agreement with this.

Mr. Hunter wants this proposal as soon as he can get it.

The meeting adjourned.

GJB:dh
cc - Listed on attached sheet

Tom Hill, c/o Salem Sand & Gravel
Dean Robbins, Chem Pure West
Sterling Kennedy, Chem Pure - St. Louis
E. S. Hunter
Jack Sollis
Walter J. Hart
James Gix
Gordon J. Ballard
H. M. Laylor
Keith Martin
George Thornton

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7883 5-76 1-5

MANZANITA REST AREA

Treatment Plant Monthly Report — May, 1976

Caustic Soda (Defective regulator and stenoid overuse)	300 Gals (3900 lbs.)		$ 413.40
Sulfuric Acid	100 Gals		124.50
Chlorine Gas	30 lbs.		7.00
Freight on Caustic and acid from Medford			30.74
Diesel	584 Gals		208.32
Electric Power:			168.14
Equipment:			132.95
Misc. parts (Solenoid, regulator, etc.)			115.89
Daily maintenance	Labor	99 hrs.	503.44
Non Daily Maintenance work	Labor	57 hrs.	289.56
Overtime	Labor	11 hrs.	83.82

Down time: Trouble with caustic solenoid and air regulator. Had to be replaced - Control board had to be recalibrated for caustic P.H. - Plant shut down some nights and some week ends.

162 hrs.

Cost	$2,077.76
Plus 33.5%	696.04
Total	$2,773.80

CC: Jim King 2 copies
J. J. Gix 1 copy
Duane Christensen 1 copy ✓

1 Vorstoog
Olson
2 Chairman Doc
Scott
Swenson
Savage
Trout

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JUN 18 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

NOTED
C.T. MORRISON

cc: Ballard 6/22/76 AB

7883

.FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 7883

May 24, 1976

Salem, Oregon

ORIGINAL SIGNED
E.W. ELLISON

FROM: Walter J. Hart
Bridge Engineer

SUBJECT:

TO: Mr. Keith Martin
Resident Engineer

Treatment Plant Operation
Manzanita Safety Rest Area
Josephine Co.

NOTED
E. S. HUNTER

In our letter to you of May 21, 1976, the date given for filling out the forms in connection with the operation of the Manzanita Sewage Treatment Plant should have been beginning Monday, May 24, 1976 instead of June 24, 1976.

GJB/ag
Encl.

cc E. S. Hunter w/encl.
Jack Sollis w/encl
Jim Gix w/encl.
Marty Laylor w/encl.

RECEIVED
MAY 25 1976

#7883

May 24, 1976

Mr. Dean Robbins
Chem-Pure West, Inc.
P. O. Box 1008
Salem, OR 97308

bc H. S. Coulter
Jack Sollis
C. T. Keasey
Walt Hart
J. J. Gix
Keith Martin

Dear Mr. Robbins:

It was apparent from our meeting on May 17, 1976 that Mr. Hill was very concerned with the continued use of recycled water to the Manzanita Safety Rest Area treatment plant. We do not believe this is the single significant problem with the plant.

In order to isolate the effect of the recycled water, the following operation will be in effect:

1. May 17 to May 30, 1976 -- Trailer dumps will be out of service.

2. May 31 to June 14, 1976 -- Trailer dumps will operate, using potable or make-up water.

3. Plant operator will make a complete log of all hands-on (non-automatic) operations, such as filter backwash, sludge burning, materials handling, testing and repairs to system.

From the above schedule, it does not appear practical to hold to the June 1, 1976 date outlined in my letter of April 26, 1976. The due date is extended to July 1, 1976 to obtain preliminary acceptance and avoid invoking Paragraph 7, Part III of the contract agreement.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

cc American Insurance Company

Federal Highway Administration

Tom Hill

JJG:cw/ESH:ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 7883

Salem, Oregon
May 21, 1976

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO:
Mr. Keith Martin
Resident Engineer

SUBJECT:

Treatment Plant Operation
Manzanita Safety Rest Area
Josephine County
Contract 7883

Enclosed are forms which should be filled out and initialed for each day of operation of the Manzanita Sewage Treatment Plant beginning Monday, June 24, 1976.

The plant operator can check off each item as he makes his daily rounds. He should follow this form explicitly because this is the list given in the Operation Manual. We have added two more items that are not given in the Operation Manual list. These are Item 23 - Backwash carbon filters daily and Item 24 - Transfer and burn sludge.

There is enough space in this form so the plant operator might list under remarks such things as time spent on each chore, what additional tasks must be accomplished under each item, and additional troubleshooting required.

These forms must be kept faithfully until Friday, June 25. I presume that you have worked out testing procedures to split samples three ways with Marty Laylor.

This sampling would be accomplished weekly with one sample to the City of Grants Pass, one to Umpqua Research Lab and the third routed to the DEQ Lab in Portland through us.

GJB:dh
Enclosure (10 sets)

cc E. S. Hunter
Jack Sollis
Jim Gix /w/ encl.
Marty Laylor /w/ encl.

RECEIVED
MAY 24 1976

781.3

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 7883

Salem, Oregon
May 24, 1976

FROM: Gordon J. Ballard
Supervising Design Engineer

SUBJECT:
Manzanita Safety Rest Area
Treatment Plant
Contract 7883

TO: Memo to the File

A meeting was held on Monday, May 17, 1976 in the Staff Conference Room of the Highway Building to discuss the future of the Experimental Chem-Pure Treatment Plant at the Manzanita Safety Rest Area. Those in attendance were:

Tom Hill, Chem-Pure West
Dean Robbins, Chem-Pure West
Bob Brady, Chem-Pure West
Tom Lowe, FHWA
Glenn Hossner, FHWA
H. A. Schell, FHWA
E. S. Hunter, OSHD
Jack Sollis, Department of Justice
W. J. Hart, OSHD
D. O. Christensen, OSHD
J. Gix, OSHD
Keith Martin, OSHD
Gordon J. Ballard, OSHD
C. T. Keasey, OSHD

The meeting opened with a purposes statement by Mr. Hunter. The State had contracted with Chem-Pure for the installation of a treatment plant which would produce recyclable effluent meeting standards set by DEQ. The plant has failed to meet those standards despite an extended break-in period. In keeping with the terms of the contract, the State must now consider invoking the performance warranty clause of the contract.

Tom Hill of Chem-Pure West gave some background on the acquisition of the plant from Chem-Pure of St. Louis, Missouri and how other plants in both St. Louis and Cape Canaveral, Florida have been operating satisfactorily. He said the plant is quite capable of performing within the limits of the Discharge Permit. He said "The only reason we can think of why the plant doesn't work is because of recirculation."

- Kennedy (Chem-Pure, St. Louis) in his report on his January visit to the Manzanita Plant said "That the plant was originally designed to recirculate only one-third of the processed water. If one-third is recycled, then sulfate build-up would be tolerable." Mr. Hill says that Chem-Pure West and Highway personnel have cooperated well in making the treatment plant work. Adjustments and repairs have been made and they have cost a lot of money.

NOTED
E. S. HUNTER

Mr. Hill indicated that recirculation of the effluent should be stopped. Without recirculation he believes that the plant will operate correctly. The State replied that the only water now being recycled is that to the trailer dump dosing tanks. This is only a very nominal amount, on the order of one gallon per minute. One of the operating problems of the plant relates back to the varying load imposed upon it by the trailer dump stations. The concentration of the sewage from this source is considerably higher than the load from other sources.

Dean Robbins made the statement that the DEQ permit limits of 5 ppm BOD, 5 ppM S.S. and 2 mg/L Cl residual is too strict. No plant in the country is required to operate under these limits.

The State acknowledged that the standards for the plant's performance were high. This was in keeping with the experimental nature of the plant. A variance was required from the State Plumbing Board to put in a system that allowed recycled water and potable water separated only by Reduced Pressure Backflow Prevention device. Under these circumstances the high treatment standards imposed by DEQ are proper to insure that the public is protected.

Jim Gix, Region 3 Maintenance Engineer, said that it is costing $50,000 a year now to maintain the treatment plant. He said that the State was led to believe that it was going to cost no more than $8,000-$10,000 a year to maintain this plant. The cost is far beyond the State's budget.

Walter Hart added a statement about the qualifications of the maintenance man. In the advance literature on the plant it stated that the maintenance man needed only a Junior High education and to be handy with tools. In reality, it is necessary for the plant operator to have a rather high skill level and understanding of the theory of the plant.

Mr. Hill questioned the need to recycle the effluent since the water system at the rest area is adequate to handle total demand. The State pointed out that availability of water is not the only problem. The purpose in recycling the majority of the plant effluent is to overcome the problem of disposal of any significant amount of effluent.

In summation Ed Hunter said that the State will give the treatment plant every chance to meet the DEQ requirements. The State will close off the trailer dump stations and stop all recirculation for a period of time. The State plans to start Monday, May 24 and have an evaluation ready about the first of July.

GJB:dh
cc Tom Hill, Chem-Pure West
H. A. Schell, FHWA
E. S. Hunter
Jack Sollis
C. T. Keasey
D. O. Christensen
James Gix
Keith Martin

RECEIVED
MAY 25 1976

7883 Manzanita Safety Rest Area 1973
(Sewage Disposal Facility)
#3

C+A 6938
8-28-79

7883

April 26, 1976

Mr. Dean Robbins
Chem-Pure West, Inc.
P. O. Box 1008
Salem, OR 97308

Dear Mr. Robbins:

Sewage Disposal Facility
Manzanita Safety Rest Area
Josephine County
Contract 7883

On November 30, 1972 the Oregon State Highway Division entered into a contract (No. 7883) with Wasteco, Inc. and Chem-Pure West, Inc. for construction of a sewage disposal facility at the Manzanita Safety Rest Area in Josephine County. This contract indicated that the total cost of the facility would not exceed $140,380. By supplement dated June 5, 1975, the total allowable cost was increased by $78,000. This increased to $218,380 the maximum amount payable under this contract. The contract provided that the BOD of the plant effluent would not exceed 5 mg/l and would not have a suspended solids concentration greater than 5 mg/l.

The facility became operational on August 17, 1974. The quality of effluent produced was not within contract requirements, even though the plant was operated in accord with your instructions. Our May 21, 1975 letter outlined the situation and indicated the need to have the facility operating within specifications prior to a proposed EPA evaluation study. Despite meetings and your attempts to revise the facility, it continued to operate outside of specifications. We continued to accept your attempts to revise the operations in hope that the facility would operate successfully.

On January 12, 1976 you were advised that the month of February 1976 would be considered the preliminary test acceptance month and that if the plan did not perform according to contract specifications, we would consider invoking Part III, Article 7 of the contract.

Later investigations indicated additional problems which were subsequently resolved. By copy of letter dated March 24, 1976, you were informed that April was to be the test month for the facility.

This facility has been in operation for twenty months and has failed to receive preliminary approval. It is clear that the plant as installed is not capable of performing within the specifications. Apparently, you have been performing on-the-job research and development in hope of discovering a way to bring it into compliance and this has been unsuccessful.

The EPA evaluation report on the facility has been published and is attached. Page IV - 5 of the report states: "...the treatment facilities cannot be expected to produce a consistent final effluent of the quality necessary to satisfy the existing discharge requirement, if the present mode of operation is maintained..." and "...It would appear from our evaluation that the discharge requirements are simply too severe for the plant to consistently comply given the way it is currently operated, and the number of potential problems that may arise in the various individual unit processes..."

I understand many of the changes recommended by the report have been accomplished. The attached copy of the test results for the month of March indicates the plant is still not operating within specified requirements.

It was our understanding at the time of contract issuance that this facility would have no difficulty producing the specified results. You must have been of the same mind, since you sold us the plant on that basis and signed a contract containing the specified requirements.

I believe we have been very cooperative with your attempts to bring the facility to contract compliance over the past twenty months. We cannot continue indefinitely in this manner. Satisfactory alternate means of sewage disposal are available.

If the facility is not brought into compliance so preliminary approval can be given by June 1, 1976, we will invoke the provisions of Part III, Article 7.

We would like to meet with you, at your convenience, and discuss the items which would be retained by the State if the provisions of Part III, Article 7, are invoked. You

should contact Mr. Walt Hart, Bridge Engineer, who will arrange this meeting and include the Federal Highway Administration representatives.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

cc American Insurance Company
921 S. W. Washington Street
Portland, OR 97401

Glen L. Green
FHWA

bc F. B. Klaboe
H. S. Coulter
Jack Sollis
Walt Hart
Alfred Shirley

RWE:dh/ESH:ja

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

P.O. Box 306
Grants Pass, Oregon 97526

April 15, 1976

Department of Environmental Quality
1234 S.W. Morrison Street
Portland, Oregon 97205

Re: Manzanita Safety Rest Area
Sewage Treatment Plant
Pacific Highway
Josephine County
Contract #7883

Gentlemen:

Enclosed please find the referenced projects trial period test results for the month of March, 1976. The test data includes daily tests performed by state forces, and twice weekly and weekly tests performed for the state by the City of Grants Pass.

Sincerely,

Keith L. Martin

KEITH L. MARTIN
Resident Engineer

KLM:ml
Enclosures

cc: Region Engr. w/encl.
Bridge Engr. w/encl.
Maintenance Engr. w/encl.
Chem-Pure West w/encl.
George Thornton, D.E., w/encl.
Montgomery Engineering w/encl.
file (1)

RECEIVED
APR 20 1976
BRIDGE SECTION

Form 81.734.3122

WASTEWATER TREATMENT PLANT MONITORING REPORT

FOR Manganita Safety Rest Area MONTH MARCH 19 77

POPULATION SERVED _____ PERMIT NO. 1409

DATE	FLOW M.G.D. INFLUENT	FLOW M.G.D. EFFLUENT	PLANT INFLUENT PH	PLANT INFLUENT BOD mg/l	PLANT INFLUENT SUSP. SOLIDS	PLANT INFLUENT TEMPERATURE	PLANT EFFLUENT PH	PLANT EFFLUENT DO mg/l	PLANT EFFLUENT BOD mg/l	PLANT EFFLUENT % BOD REMOVAL	PLANT EFFLUENT LBS BOD DISCHARGED	PLANT EFFLUENT SUSP SOLIDS mg/l	PLANT EFFLUENT % SUSP. SOLIDS REMOVAL	PLANT EFFLUENT LBS SUSP SOLIDS DISC	CHLORINE LBS USED	CHLORINE RESIDUAL	COLIFORM TOTAL	COLIFORM FECAL /100 ML
1		8960	8.7	110	129		9.1		14	87.3		2	98.4		1	1.4		0
2		7200													1			
3		5585													½			
4		7570	9.1	68	87		9.6		31	54.4		3	96.6		1	2.3		0
5		0													1			
6		5													1			
7		6700	8.6	64	128				44	31.3		3	97.7		½	0.4		0
8		10,525													½			
9		0													½			
10		2555	9.1	141	346		10.9		20	85.8		2	99.4		1	3.3		0
11		0													1			
12		7462	COD Run on FLOC Tank = 77 mg/l, Sand Filter = 66 mg/l,												½	Carbon Filter = 61 mg/l, Final = 63 mg/l		
13		675	–	*27	70		–		*8	70.4		15	78.6		½	–		0
14		7060													½			
15		2865													½			
16		5990	8.9	124	362		9.5		12	90.3		4	98.9		1	1.7		6
17		7875													1			
18		7015													1			
19		3130	8.6	*28	303		8.7		12	57.1		32	89.4		1	3.0		245
20		10,025													1			
21		1,205													1			
22		4,965	8.2	226	912		8.8		11	45.1		8	98.1		1	2.7		226
23		760													1			
24		8,915													1			
25		10,660													1			
26		12,780													1			
27		3,720													1			
28		5740													1			
29		16,620	8.3	159	219		8.5		15	90.3		15	93.2		1	13.0		0
30		3,105													1			
31		640													1			
TOTAL		179,837	65.5	942	2056		25.3		167	662.0		84	859.3		26.5	28.3		977
MAX.		16,620	9.1	226	362		10.4		44	95.1		32	99.4		1.0	13.0		295
MIN.		0	8.2	*27	70		8.5		*8	31.3		2	78.6		0.5	0.4		0
AVG.		5,801	7.7	105	228		8.9		19	73.6		9	94.5		0.8	3.1		53
YOUR PERMIT STANDARDS		Monthly Ave ≤ 0.045 M.G.D.					6.0 → 9.0		5 mg/l			Monthly Ave ≤ 5 mg/l						20/100 ml Monthly Ave.

I CERTIFY THAT I AM FAMILIAR WITH THE INFORMATION CONTAINED IN THIS REPORT AND THAT TO THE BEST OF MY KNOWLEDGE SUCH INFORMATION IS TRUE, COMPLETE AND ACCURATE

NAME AND TITLE

SIGNATURE

SP*10040-840

Facility

RECEIVED

WASTEWATER TREATMENT PLANT MONITORING REPORT

FOR MANZANITA REST AREA MONTH MARCH 19 74

DATE	DAY	SUSPENDED SOLIDS Mg/l		TOTAL SOLIDS Mg/L		BOD Mg/L		COD Mg/L.		FECAL COLIFORM NUMBER PER 100ML	SETTLEABLE SOLIDS Ml/L		PH		CHLORINE RESIDUAL
		RAW	FINAL	RAW	FINAL	RAW	FINAL	RAW	FINAL		RAW	FINAL	RAW	FINAL	mg/L
1	M	129	3			110	14			0	9	<0.1	8.7	9.1	1.4
2	T														
3	W														
4	T	87	3			69	31			0	7	<0.1	9.1	9.9	2.3
5	F														
6	S														
7	S	129	3			64	44			0	6	<0.1	8.6	10.2	0.9
8	M														
9	T														
10	W	244	2			141	20			4	22	<0.1	9.1	10.4	3.3
11	T														
12	F	COD	RAN	ON FINAL TANK = 77 mg/l,		SAND FILTER = 66 mg/l,		CARBON FILTER = 51 mg/l,		FINAL = 43 mg/l					
13	S	70	1.5			*27	*8			0	0.3	<0.1	—	—	—
14	S														
15	M														
16	T	303	4			124	12			6	21	<0.1	8.9	9.9	1.7
17	W														
18	T														
19	F	303	32			*28	12			245	14	<0.1	8.6	8.7	3.0
20	S														
21	S														
22	M	412	8			226	11			226	35	<0.1	8.2	8.9	2.7
23	T														
24	W														
25	T														
26	F														
27	S														
28	S														
29	M	219	15			154	15			0	6.0	<0.1	8.3	8.5	13.0
30	T														
31	W														
TOTAL		2056	84			942	167			477	123.3	<0.9	65.5	75.3	28.3
AVERAGE			9			105	19			53	13	<0.1	7.7	9.4	3.1
MAXIMUM			31			226	44			245	35	<0.1	9.1	10.4	13.0
MINIMUM		70	2			*27	*8			0	0.3	<0.1	8.2	8.5	0.9

* possibility of improper PH adjustment

ALL TESTS PERFORMED IN ACCORDANCE WITH "STANDARD METHODS FOR WATER & WASTE WATER" @ THE CITY OF GRANTS PASS WATER RESTORATION PLANT LABORATORY

OREGON STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
APR 14 1975

George Katsinis

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION X SEATTLE, WASHINGTON

OPERATION AND MAINTENANCE EVALUATION AND RECOMMENDED IMPROVEMENTS FOR THE MANZANITA SAFETY REST AREA WASTEWATER TREATMENT FACILITY JOSEPHINE COUNTY, OREGON

FEBRUARY, 1976

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APR 9 1976
BRIDGE SECTION

JAMES M. MONTGOMERY, CONSULTING ENGINEERS, INC.
1301 Vista Ave., Boise, Idaho 83705 / (208) 345-5866

JAMES M. MONTGOMERY, CONSULTING ENGINEERS, INC.
1301 Vista Ave., Boise, Idaho 83705 / (208) 345-5865

JOHN E. SOMERVILLE
H. TOM DAVIS

March 8, 1976

U. S. Environmental Protection Agency
Region X
1200 Sixth Avenue
Seattle, Washington 98101

Attention: Mr. Tom Johnson

Gentlemen:

Enclosed is a report covering the operation and maintenance evaluation and recommended improvements for the existing wastewater treatment facilities at the Manzanita Highway Safety Rest Area. This report was prepared in accordance with our contract (Order No. P5-01-2098-A) dated January 15, 1976.

The report analyzes the existing operational procedures and the plant's effectiveness in meeting established discharge requirements. It develops recommendations that will aid in meeting effluent standards and improving the plant's overall treatment efficiency. The report recommends and presents guidelines for implementing a program of modifications to the present treatment process that we feel will provide an economically feasible solution to the problems experienced by the Manzanita facility.

The staff of Montgomery Engineers appreciates the cooperation and assistance provided by the EPA, the Oregon Division of Highways, and the Chem Pure Corporation during the preparation of this report.

Respectfully submitted,

Edwin T. Cryer
Project Engineer

John E. Somerville
Vice President

REPORT ON THE OPERATION AND MAINTENANCE EVALUATION AND RECOMMENDED IMPROVEMENTS FOR THE MANZANITA REST AREA JOSEPHINE COUNTY, OREGON

TO THE

UNITED STATES
ENVIRONMENTAL PROTECTION AGENCY
REGION X
SEATTLE, WASHINGTON

JAMES M. MONTGOMERY, CONSULTING ENGINEERS, INC.
1301 Vista Avenue
Boise, Idaho 83705

TABLE OF CONTENTS

PREFACE AND SUMMARY i

SECTION I - BACKGROUND I-1

SCOPE I-1
AUTHORIZATION I-2
LOCATION AND GENERAL DESCRIPTION OF MANZANITA SAFETY REST AREA I-2
GENERAL DESCRIPTION OF REST AREA AND TREATMENT PLANT OPERATION I-3
DISCHARGE REQUIREMENTS AND OBJECTIVES I-5

SECTION II - EXISTING WASTEWATER TREATMENT FACILITIES II-1

SECTION III - DISCUSSION OF THE EXISTING WASTEWATER TREATMENT FACILITIES PERFORMANCE III-1

SECTION IV - EVALUATION OF THE EXISTING WASTEWATER TREATMENT FACILITIES IV-1

GENERAL IV-1
INFLUENT WET WELL AND PUMPS IV-2
PRIMARY TREATMENT PROCESSES IV-6
SECONDARY TREATMENT PORTION OF PLANT IV-9
TERTIARY TREATMENT PROCESSES IV-15
CHLORINE AND EFFLUENT DISPOSAL IV-25
SLUDGE HANDLING AND DISPOSAL FACILITIES IV-29
OPERATION AND MAINTENANCE MANUALS AND OPERATOR TRAINING IV-30

SECTION V- RECOMMENDED IMPROVEMENTS V-1

GENERAL V-1
IRRIGATION AND EXPANSION AND HOLDING POND V-4
MODIFICATION TO INFLUENT PUMPS AND PUMPING SEQUENCE V-6
MODIFICATION TO PRIMARY AND SECONDARY UNIT PROCESSES V-7
MODIFICATION TO THE TERTIARY PROCESS UNITS V-9
MODIFICATION IN SLUDGE DISPOSAL SCHEDULE AND EFFLUENT CHLORINATION V-10

Table of Contents, continued

MODIFICATION TO IMPROVE THE USABILITY OF THE OPERATIONS AND MAINTENANCE MANUAL AND OPERATOR TRAINING V-12

SECTION VI - ESTIMATED COST OF RECOMMENDED MAJOR WASTEWATER TREATMENT AND DISPOSAL SYSTEM MODIFICATIONS AND IMPROVEMENTS VI-1

APPENDIX A

EPA Form 7500-5

APPENDIX B

Water Pollution Control Facilities Permit

APPENDIX C

Chem Pure Modifications (1/12/76)

LIST OF TABLES

TABLE I	PLANT UNIT FUNCTIONS	II-3
TABLE II	WASTEWATER TREATMENT PLANT DESIGN CRITERIA	IV-3

LIST OF FIGURES

	Following Page
FIGURE 1 Manzanita Safety Rest Area Location Map	I-2
FIGURE 2 Manzanita Safety Rest Area Vicinity Map Josephine, Oregon	I-3
FIGURE 3 Average Flow Wastewater Flow-Manzanita Safety Rest Area	I-5
FIGURE 4 Manzanita Rest Area Wastewater Treatment Schematic	II-1
FIGURE 5 Suspended Solids	III-1
FIGURE 5a Total Solids	III-1
FIGURE 6 BOD	III-1
FIGURE 7 Effluent pH	IV-6
FIGURE 8 Manzanita Safety Rest Area Wastewater Treatment Plant Headworks and Communitor	IV-8
FIGURE 9 Polymer Feed Alum Pump and Mixer	IV-19
FIGURE 10 Carbon Filters (Left) Sand Filters (Right) Incinerator	

PREFACE AND SUMMARY

The Manzanita Highway Safety Rest Area Wastewater Treatment Plant has experienced a variety of problems in complying with the Oregon Department of Environmental Quality effluent requirements since late 1974. The plant utilizes physical and chemical processes and was designed to provide a final effluent suitable for recycling through the sanitary system of the Rest Area. Because of the facility's failure to consistently provide the necessary treatment reliability, the Environmental Protection Agency authorized this study to be conducted to identify the cause(s) of treatment failure and to present economically feasible recommendations to alleviate these causes. The implementation of these recommendations should result in the facility being capable of meeting effluent requirements.

Since the completion of this report, the manufacturer of the unit has undertaken several changes and modifications in the facility. Since these changes were completed subsequent to the finalization of this study, we have included the manufacturer's summary of what modifications were made as an appendix to the text of the report.

SECTION I - BACKGROUND

SCOPE

This report is an evaluation of the existing wastewater treatment facilities and a study of alternative methods to improve and enhance effluent quality at the Oregon State Highway Division's wastewater treatment plant at the Manzanita Highway Safety Rest Area near Grants Pass, Oregon. All existing treatment facilities have been evaluated from the standpoint of operational effectiveness, serviceability, reliability, ability to meet discharge requirements, and ease of operation. We have not analyzed nor investigated, in detail, cost of operation, adequacy of preliminary engineering, operational safety and compliance with the applicable safety requirements or other items not directly concerned with treatment effectiveness and effluent quality.

The report includes an evaluation of the overall process train, and the individual units that are incorporated in each process. Alternative methods that should be implemented to increase effluent quality are presented. Recommendations are made as to which of these methods would be the most effective, given the waste characteristics and operational problems experienced at the Manzanita facility. The recommended alternatives, while developed expressly to assist the present facility in meeting the Oregon State Department of Environmental Quality (DEQ) effluent requirements, cannot in themselves be expected to enable the facility to consistently comply with these requirements. The overall operation and general mainteance of the unit, along with the

potential unknown characteristic of the waste loads (discussed later), may impose severe and uncontrolled operational limitations. We have identified particular problems that may create difficulties and provided what we feel are viable solutions. Requirements within the present discharge permit that may be difficult or impossible to consistently meet through the utilization of the present basic equipment and treatment processes are discussed and modifications recommended.

AUTHORIZATION

This report was prepared in accordance with the terms of a contract (Order No. P5-01-2098-A) between the United States Environmental Protection Agency and James M. Montgomery, Consulting Engineers, Inc., dated May 28, 1975.

LOCATION AND GENERAL DESCRIPTION OF MANZANITA SAFETY REST AREA

The Oregon Highway Division is currently completing final landscaping and construction of its Manzanita Safety Rest Area. The facility is located in Josephine County, Oregon, five miles north of the city of Grants Pass (Figure 1). In April 1973, the Highway Division signed a contract with Chem-Pure West, Inc., and Wasteco, Inc., to install a 50,000 gallon per day physical-chemical package sewage disposal system and waste incinerator to the specification of the Division. This work was completed near the end of 1974, and the facitlity was placed in operation serving the four individual

MANZANITA SAFTEY REST AREA
LOCATION MAP

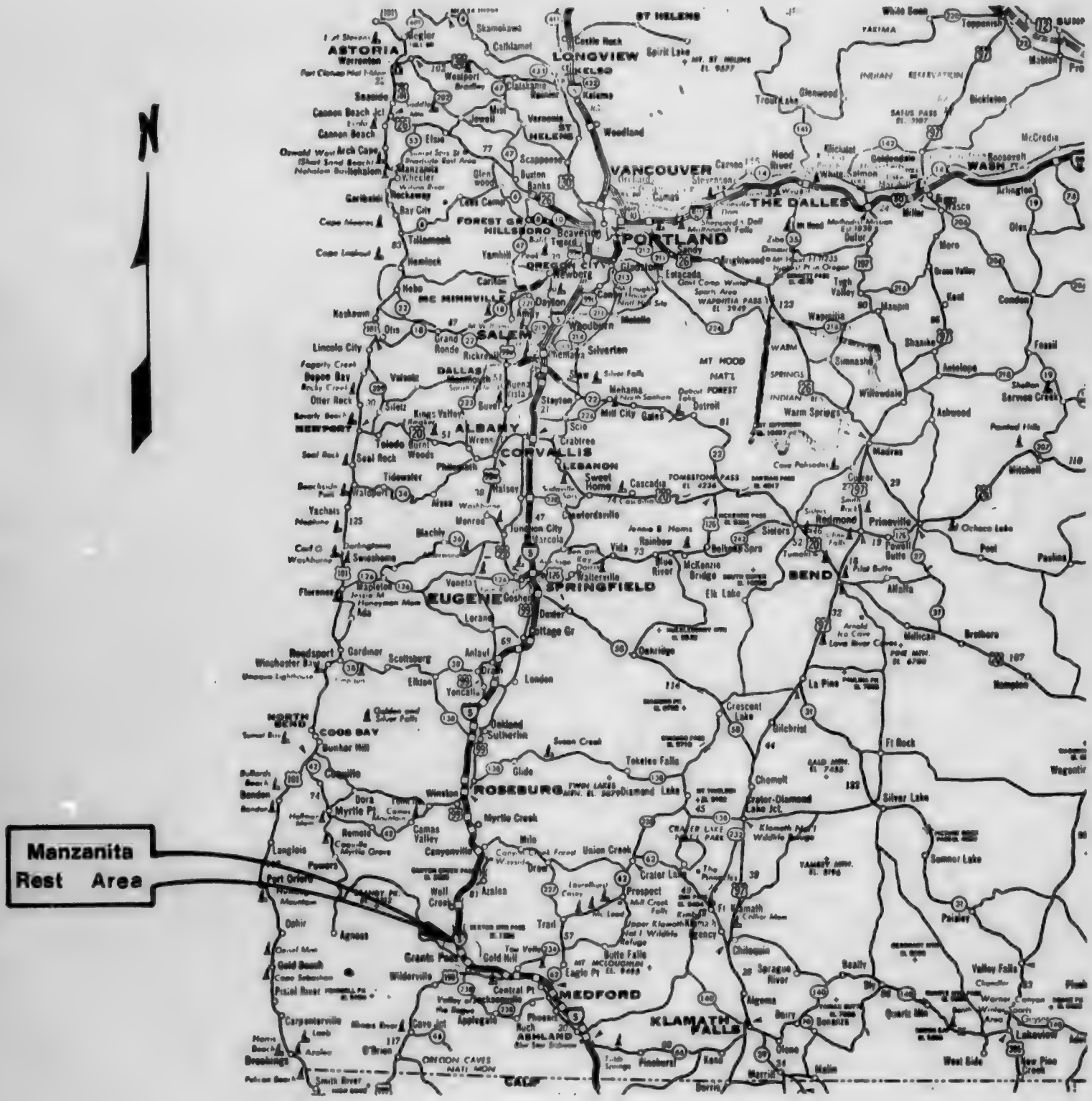


Figure 1

rest room units (2 toilet buildings and 2 drinking fountains), and the latter addition (August 1975) of two recreational vehicle sanitary dump stations. The Highway Division is currently reviewing the performance of the facility under the terms of the contract requiring a one-year satisfactory operation period prior to final acceptance.

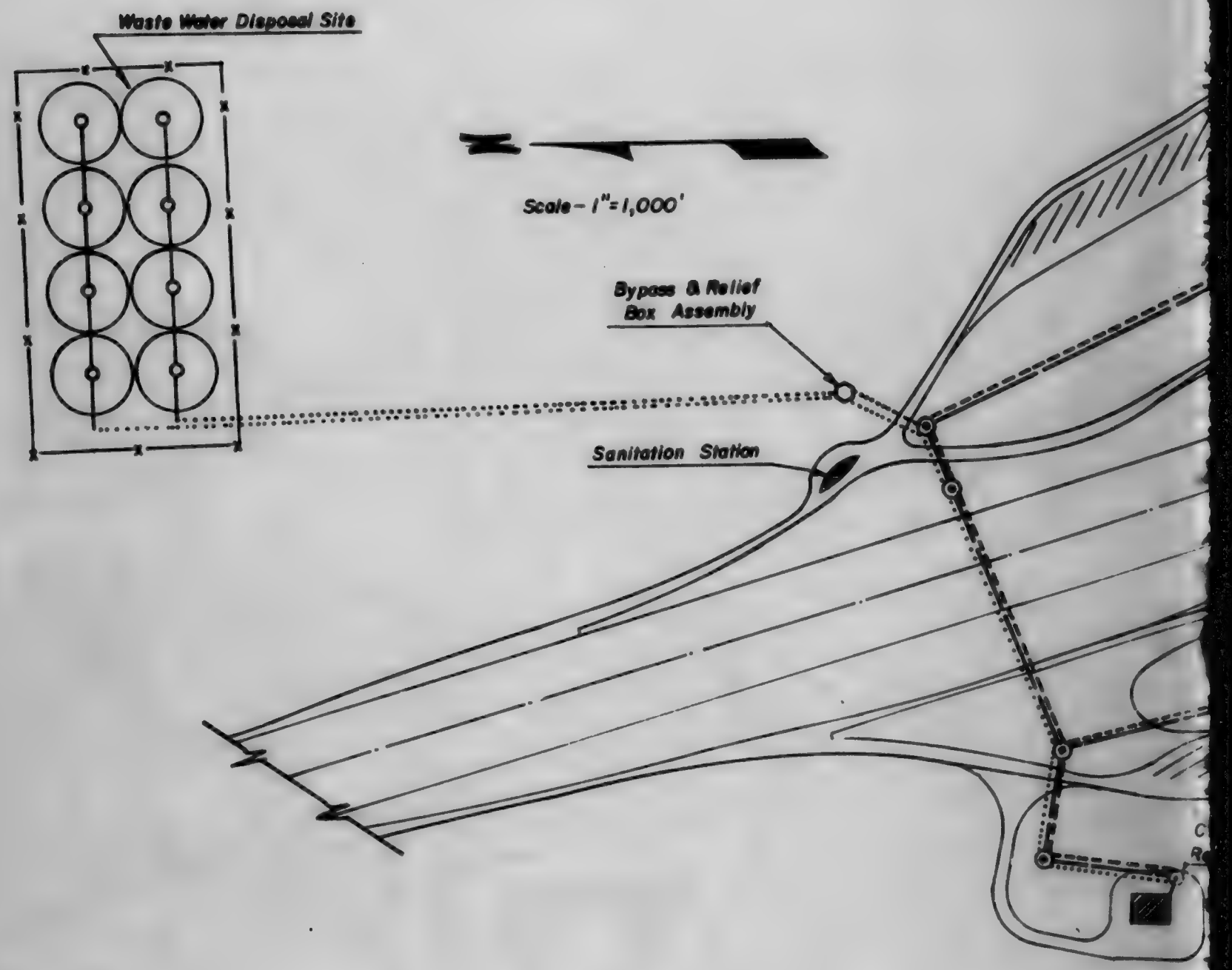
Use of the Manzanita facility fluctuates with the seasons. The heaviest use can be expected between July and September due to traveling vacationers. After which, except for some increased activity during the major holidays, the traveler use and consequently the wastewater flows drop off quite dramatically. There are no accurate measurements of the actual volume of raw wastewater discharged to the plant. Treated wastewater is recycled through the sanitary facilities and vehicle dump station, and no adequate primary metering device was installed prior to the influent wet well for recording flow.

The facility has been unable to consistently meet its effluent discharge requirements, and has not been accepted by the Highway Division as meeting the contract stipulation.

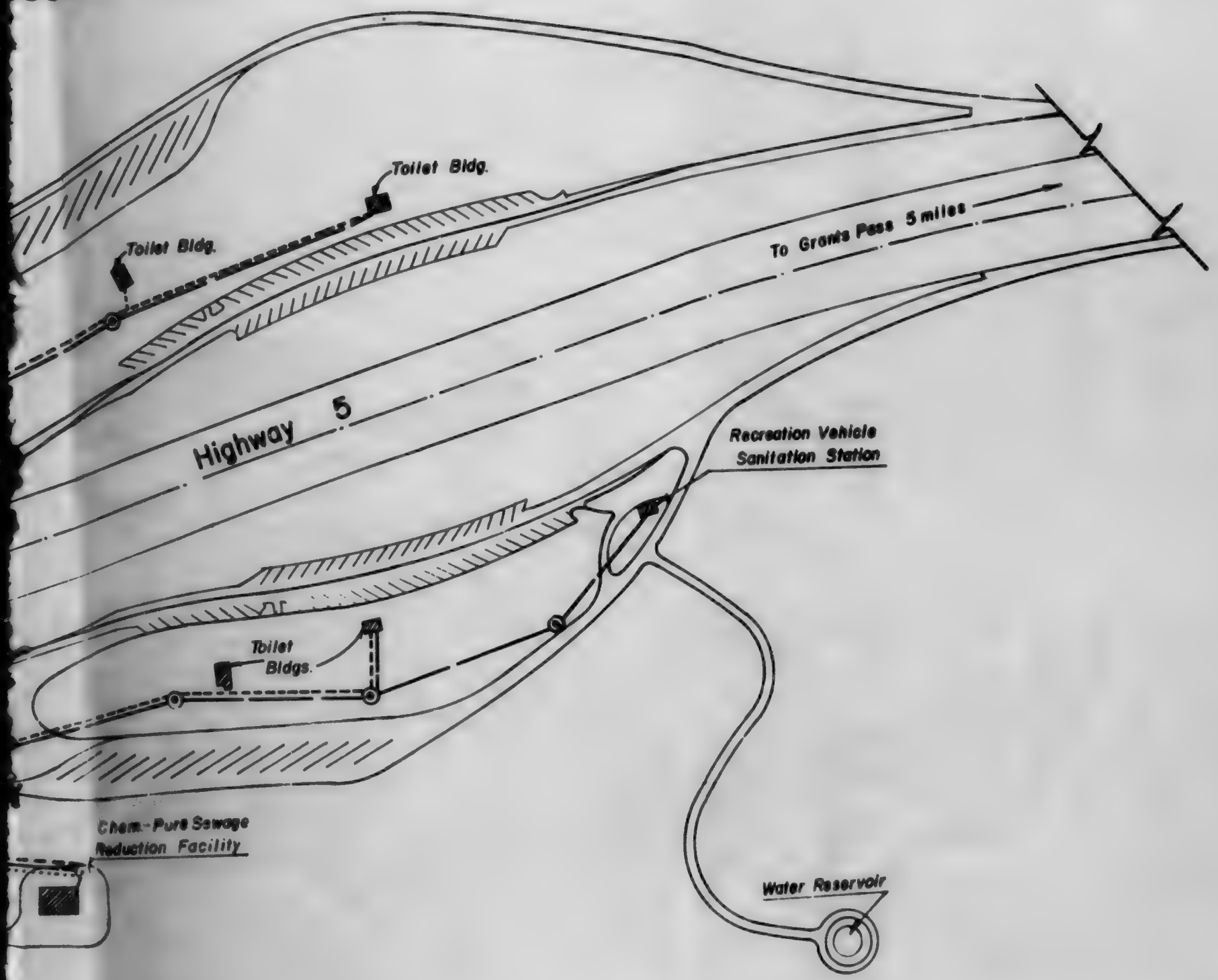
GENERAL DESCRIPTION OF REST AREA AND TREATMENT PLANT OPERATION

The Manzanita Safety Rest Area (Figure 2) provides a stopping place for travelers using Interstate Highway No. 5. The facilities include: toilet and lavatory buildings (4), drinking fountains (2), and recreational vehicle

MANZANITA SAFET
VICINITY
JOSEPHINE COUN



AFETY REST AREA
NITY MAP
COUNTY, OREGON



ne
Line

Figure 2

sanitary dump stations (2). Sanitary wastes flow by gravity through 4- and 6-inch lines to the treatment plant. A portion of the treated effluent is recycled back through the sanitary system (the toilet and dump station for flushing), and any remaining excess under the current State discharge permit, is spray irrigated at an adjacent disposal site (Figure 2).

To augment the recycle system, provide makeup water, potable water, and irrigation water for lawns and other landscaped areas, a well system and 50,000 gallon reservoir has been installed. While well water could be used exclusively, and the recycle system entirely eliminated without necessitating any major redesign, the Highway Division feels that in terms of water conservation the recycle is of significant benefit.

Because of the type of treatment involved (described in detail within Section II), the low raw sewage flow experienced during the winter, and the current practice of recycling treated effluent, the quality of the influent wastewater is extremely variable. This variability and several other interrelated factors (i.e., occasional large amounts of makeup water) make characterizing the general quality of the waste received, and the type of uses experienced at the area, difficult. No preliminary studies were conducted on the type or the amount of sewage that could be expected. The plant was designed to handle a peak flow of 50,000 gpd as required in the State Highway Division's contract. No provision within the contract detailed the actual amount or characteristics of the potential waste, or the amount of treated effluent that can be recycled.

Solids recovered in the treatment process are incinerated in an oil-fired unit enclosed in the same building as the treatment plant. Other solid wastes (i.e., trash), which are generated at the rest station and from Highway associated maintenance activities, are disposed of in the same incinerator.

The present system, if operating properly, has a maximum service capacity of approximately 10,000* people per day. It was unofficially estimated by the Highway Division that the 1975 summer flows averaged about 5,000 gpd or the approximate equivalent of 1,000 individuals using the facilities. This may be somewhat lower than the actual amount of raw sewage received at the plant. Figure 3 shows the average daily output of the facility (recycled plus irrigated - make water) per month. These figures are only an approximate estimate of raw influent generated at the rest area.

DISCHARGE REQUIREMENTS AND OBJECTIVES

The Oregon Department of Environmental Quality issued a renewal of the Water Pollution Control Facilities Permit (#1409) to the Highway Division in February 1975 (Appendix 1).

The permit allows the Highway Division to:

1. Operate its sewage system and sewage treatment works.
2. Construct modifications to its sewage treatment works.
3. Use treated wastewater for non-potable reuse and land disposal.

*Based on USPHS estimates of sewage flows per activity 1972.

AVERAGE FLOW

WASTEWATER FLOW - MANZANITA SAFETY REST AREA

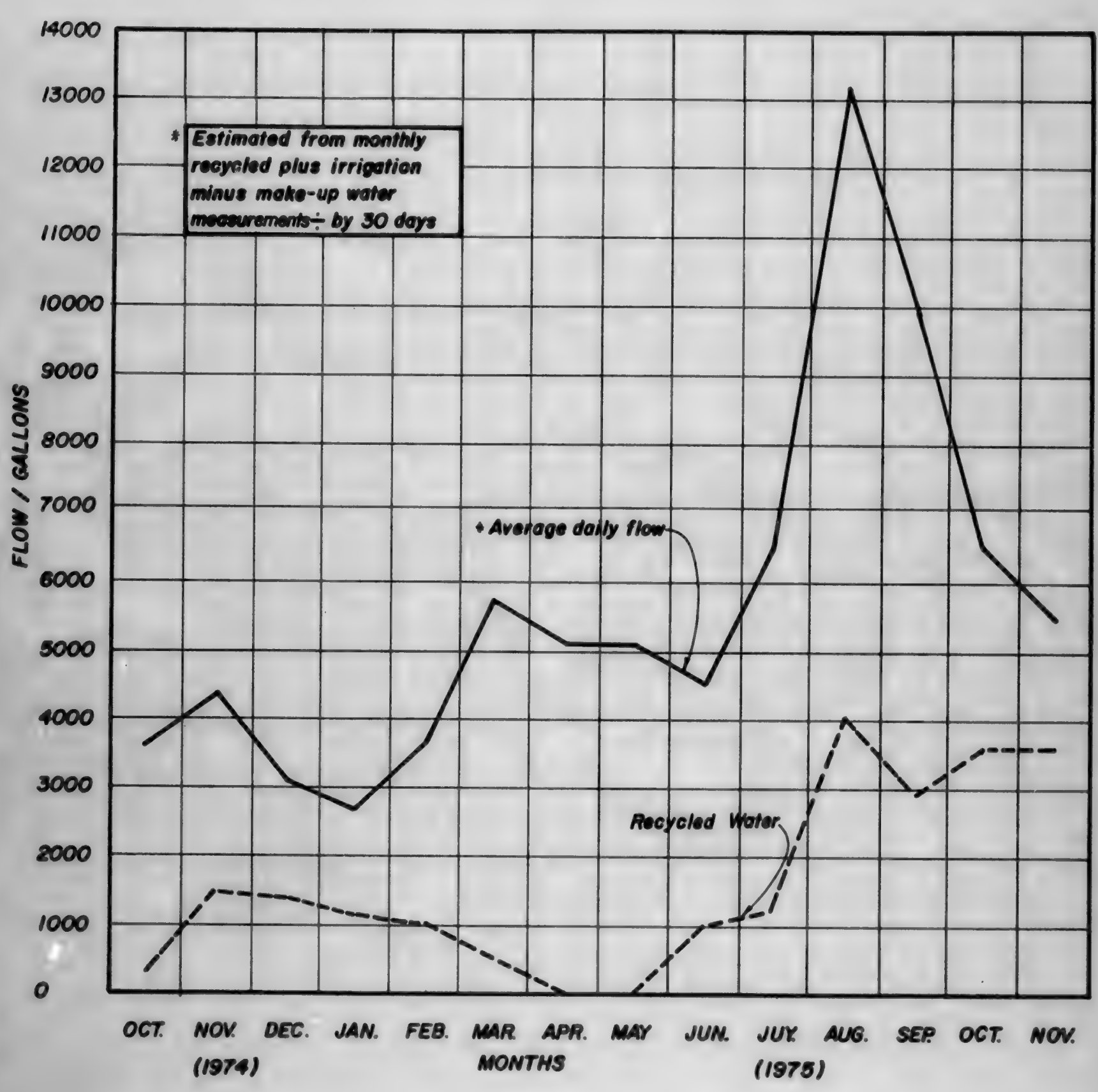


Figure 3

SECTION I - BACKGROUND

The permit requires that effluent for non-potable reuse and/or disposal shall meet the following requirements:

1. Monthly average quantity of influent shall not exceed 0.045 million gallons per day (mgd).
2. Monthly average 5-day 20° C BOD shall not exceed a concentration of 5 mg/l or 2 pounds per day.
3. Monthly average suspended solids shall not exceed a concentration of mg/l or 2 pounds per day.
4. Monthly average effluent fecal coliform bacteria shall not exceed 200 per 100 ml. Weekly average shall not exceed 400 per 100 ml.
5. Effluent pH shall not be outside the range 6.0-9.0.

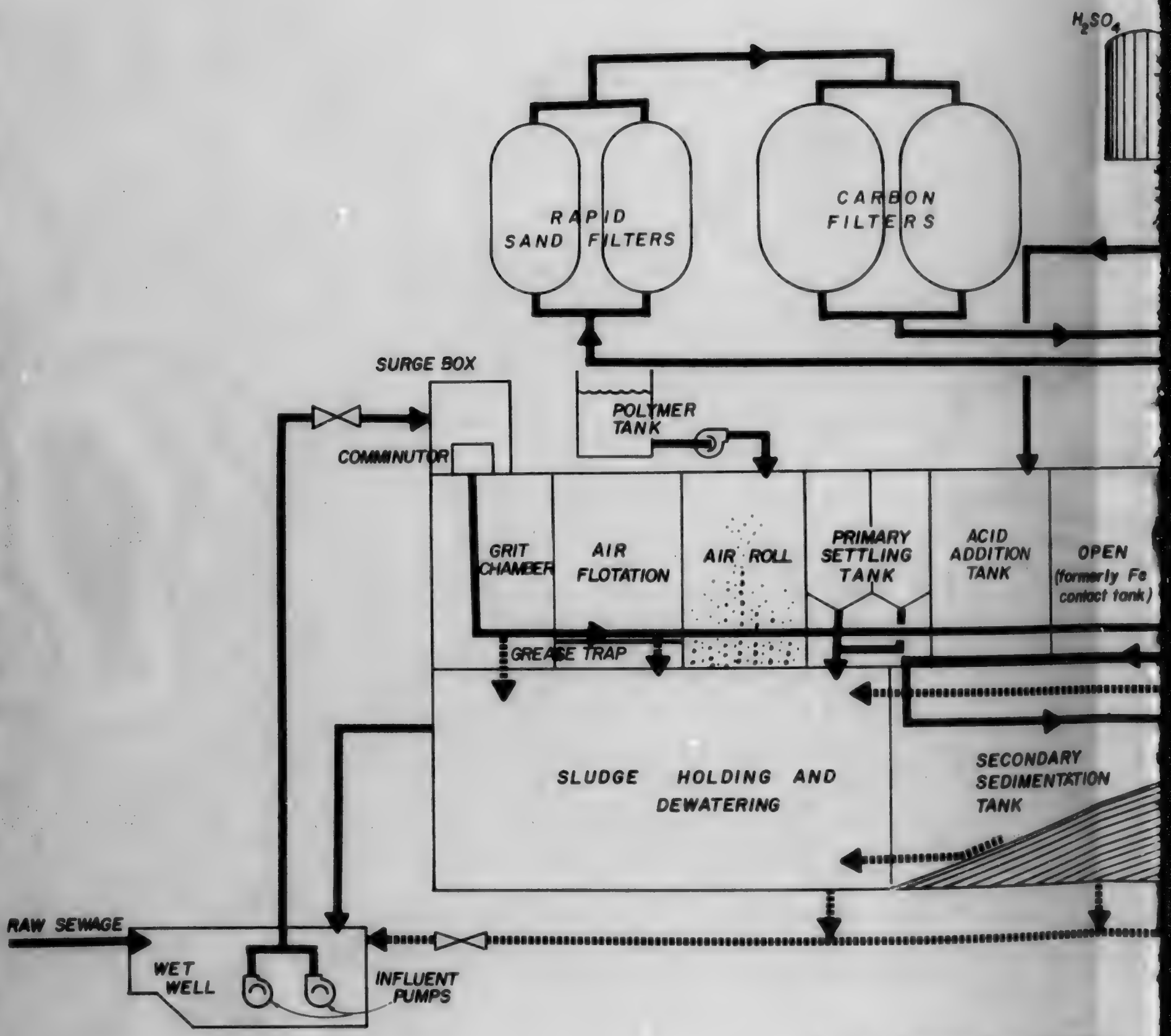
SECTION II - EXISTING WASTEWATER TREATMENT FACILITIES

The facilities (Figure 2), included within the overall treatment system, incorporate five basic components. The collection system and influent wet well, the physical-chemical treatment plant, the sludge and trash incinerator, the effluent recycle system, and the land disposal facilities.

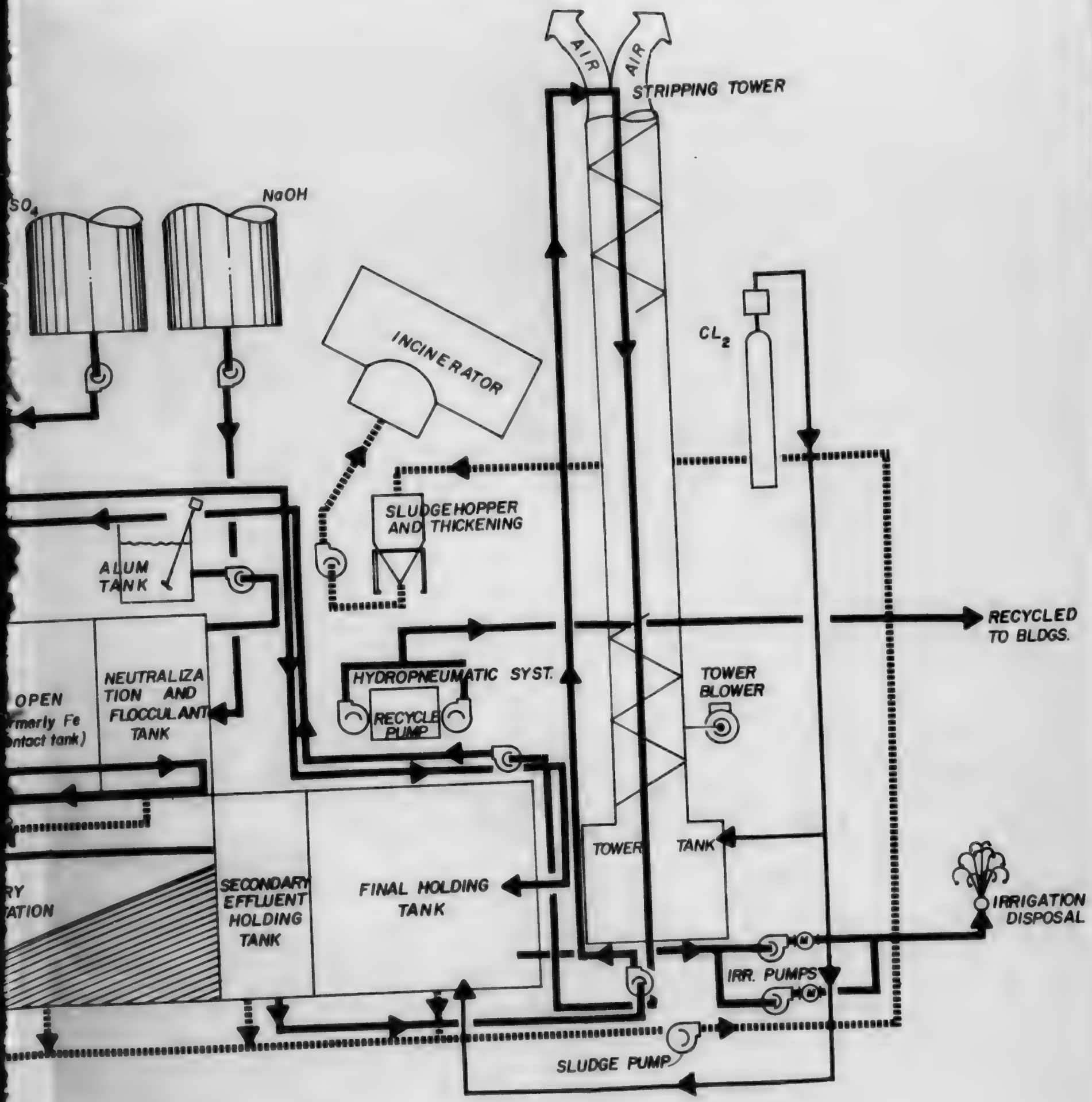
The collection system drains from both sides of the highway into a single line prior to entering the plant wet well. The wet well has a 25,000 gallon capacity including a 1,000 gallon submersible pump sump. Two (3hp) Hydr-o-matick type pumps act in alternating sequence to raise influent wastewater to the necessary head to allow it to proceed through the primary and secondary treatment units by gravity.

The wastewater treatment facility (Figure 4) is unitized, self-contained, semi-automatic treatment process. It is designed to provide tertiary treatment and produce a high-quality final effluent when successfully operated. Three individual process units are incorporated: (1) primary sedimentation, (2) chemical flocculation and secondary sedimentation, and (3) ammonia removal and sand and activated carbon polishing. It is necessary for all three processes to function at their peak efficiency in order to produce a high quality effluent.

The plant is difficult to physically analyze. All primary and secondary units are fabricated together and are not amendable to detailed visual inspection while in operation. Most operation sequences are programmed by a punched



MANZANITA WASTEWATER SCHEM



ITA REST AREA
TER TREATMENT
HEMATIC

Figure 4

tape and are semi-automatically controlled by a timer and internal sensors (i.e., pH, liquid level). Operator involvement is still critical in controlling several processes (i.e., sludge disposal), maintaining an adequate chemical supply and for overall mechanical maintenance. Valves, pumps, blowers, and filter backwash sequences are all controlled by probes or timed pneumatic operators of solinoids. Sludge draw off from settling units is programmed and completely automatic. There are very few opportunities for visual observation or sampling of the individual units.

In describing the unit processes, we have adopted the terminology utilized by the equipment manufacturer. In some instances these may be misleading, but with explanation it will avoid confusion for the reader already familiar with the system. Table 1 lists the individual unit's processes and the manufacturers description.

Wastewater enters the plant through a surge tank and course tank screen, and is proportionally distributed either through a comminutor or directly bypassed (depending on flow) into the grit chamber. From the grit chamber, the flows passess on to a modified air flotation unit, a grease skimmer, an air-role chamber where polymer is added and mixed, and discharged to the primary settling tank.

Primary effluent is mixed with sulfuric acid and enters an iron reaction tank (not in operation), that was originally intended to create flocculant

TABLE 1

PLANT UNIT FUNCTIONS

UNIT	MANUFACTURER'S EXPLANATION OF FUNCTION
Influent shut off valve	Completely shuts off flow to plant.
Throttle Valve	Regulates flow of sewage into plant.
Sewage Box	Allows the water to gravity flow through the plant.
Bar Screen	Removes large objects and debris before they can enter the plant.
Comminutor	Grinds up solids to allow them to pass into the plant without interference.
Grit Chamber	Removes grit, sand, gravel, etc.
Air Flotation Chamber	To increase the buoyancy of solids such as grease, fat, oils, etc.
Grease Removal Tank	To remove grease, oil, etc., from the wastewater.
Air Roll Tank	To freshen up the raw sewage. This will reduce odor and allow the sewage to respond more readily.
Primary Settling Tank & Weir	To retain the sewage for a period of time to allow the settling of solids with the specific gravity greater than that of water and allow the supernant to pass through.
Acid Mix Tank	Sulfuric Acid is added at this point and must be thoroughly mixed.
Chemical Mix Tank	Thorough mixing of the chemicals with the wastewater. This is accomplsihed with air agitation within the tank.

UNIT	MANUFACTURER'S EXPLANATION OF FUNCTION
Caustic Mix Tank	Sodium hydroxide is added in this tank, thorough mixing is mandatory. This is accomplished by air agitation.
Chemical Floc	To retain the sewage which has had chemical previously introduced for a sufficient period of time. To allow the precipitation of the chemical floc.
Pre-Tower	To freshen and oxidize the water just before it enters the tower.
Rain Tower	As the water trickles down the tower, the water is broken up, allowing the gases to escape. While blower air adds surface oxygen.
Mechanical Filters	Stainless steel mechanical filter which removes fine particles from the water.
Sand Filters	Water is pumped into the top of the sand filter and allowed to run through the sand filter media. This filters out most solids, leaving a finely polished effluent.
Carbon Filters	Water is pumped into top of carbon filter and allowed to run through carbon filter media. This filter will remove the finest of solids and will leave a very, very polished effluent. (Sparkling clear).

(Fe, SO_4) by the reaction of elemental iron and acid. At present, alum and an iron salt solutions are added along with caustic (NaOH) in the neturalizer tank to provide the necessary flocculation. From the neutralizer tank, flow enters the flocculation tank where a chemical floc is formed and secondary sedimentation occurs. Secondary effluent is temporarily stored in a pre-tower holding tank.

Tertiary treatment includes air stripping (NH_4removal) followed by pre-chlorination in the raintower holding tank. The chlorinated water then passes through a single media pressure sand pressure filter, followed by an activated carbon column and finally into an effluent holding tank where it is chlorinated for a second time.

The final chlorinated effluent is then either recycled through the sanitary system of the rest area or disposed of by spray irrigation on an adjacent plot. Sludge generated during the treatment process is stored in the sludge holding tank and manually drawn off and disposed of by incineration. The sludge incinerator is an oil fired dual-chambered unit. One chamber is is utilized exclusively for sludge destruction, and the other for trash.

SECTION III - DISCUSSION OF THE EXISTING WASTEWATER TREATMENT FACILITIES PERFORMANCE

The Manzanita facility has failed to consistently meet the discharge requirements established by DEQ, under the mode of operations utilized since September 1974. Figures 5, 5A, 6 and 7 present information relative to effluent quality and process efficiency. BOD and suspended solids requirements (5mg/l) have not been consistently maintained since September 1974, and were almost never met after March 1975. The influent BOD and suspended solids concentration are averaging approximately 110 mg/l and would require over a 95% removal to meet the DEQ requirements.

Several major problems have occurred in the operation of individual treatment units, the combined effect of which has reduced the treatment plant's ability to produce the high quality efficiency desired. The decrease in performance beginning in March has been attributed (by Highway Division personnel and Chem-Pure representatives) to the breaking of the industrial timer tape (February 24, 1975) that controls the operation of valves sequences in the automatic system. The tape failures allowed the contents of the plant as well as the sludge holding tank to drain back to the influent wet well. Chemical sludge as well as raw sewage was later pumped back through the system when the tape was repaired. It is postulated that this resulted in a high degree of deactivation in the carbon filters due to the concentration of absorpable material in the secondary effluent, and the maintenance of a high total dissolved solids in the final effluent that was recycled back through the system. A later examination of the carbon revealed the presence of a

SUSPENDED SOLIDS

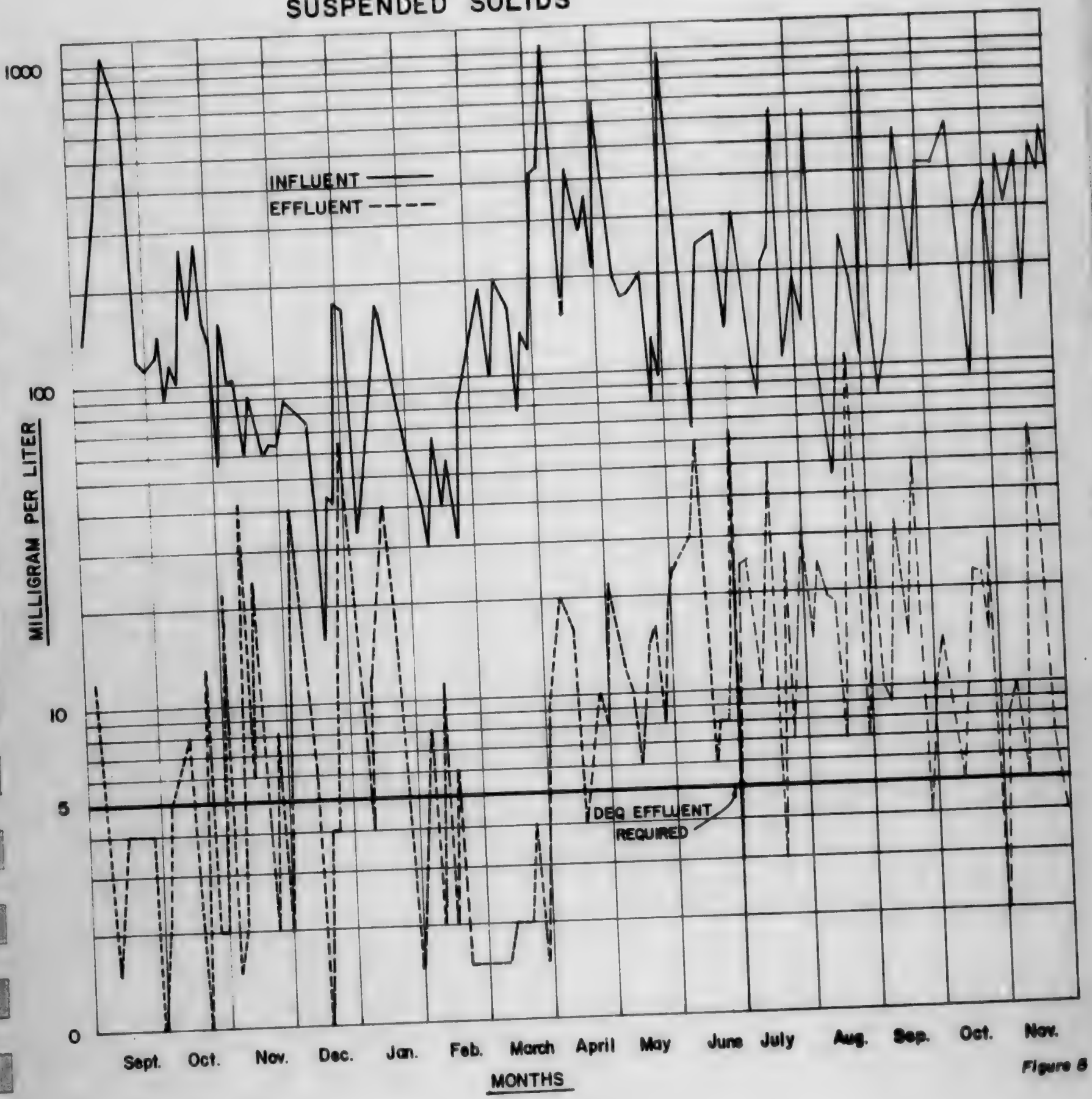
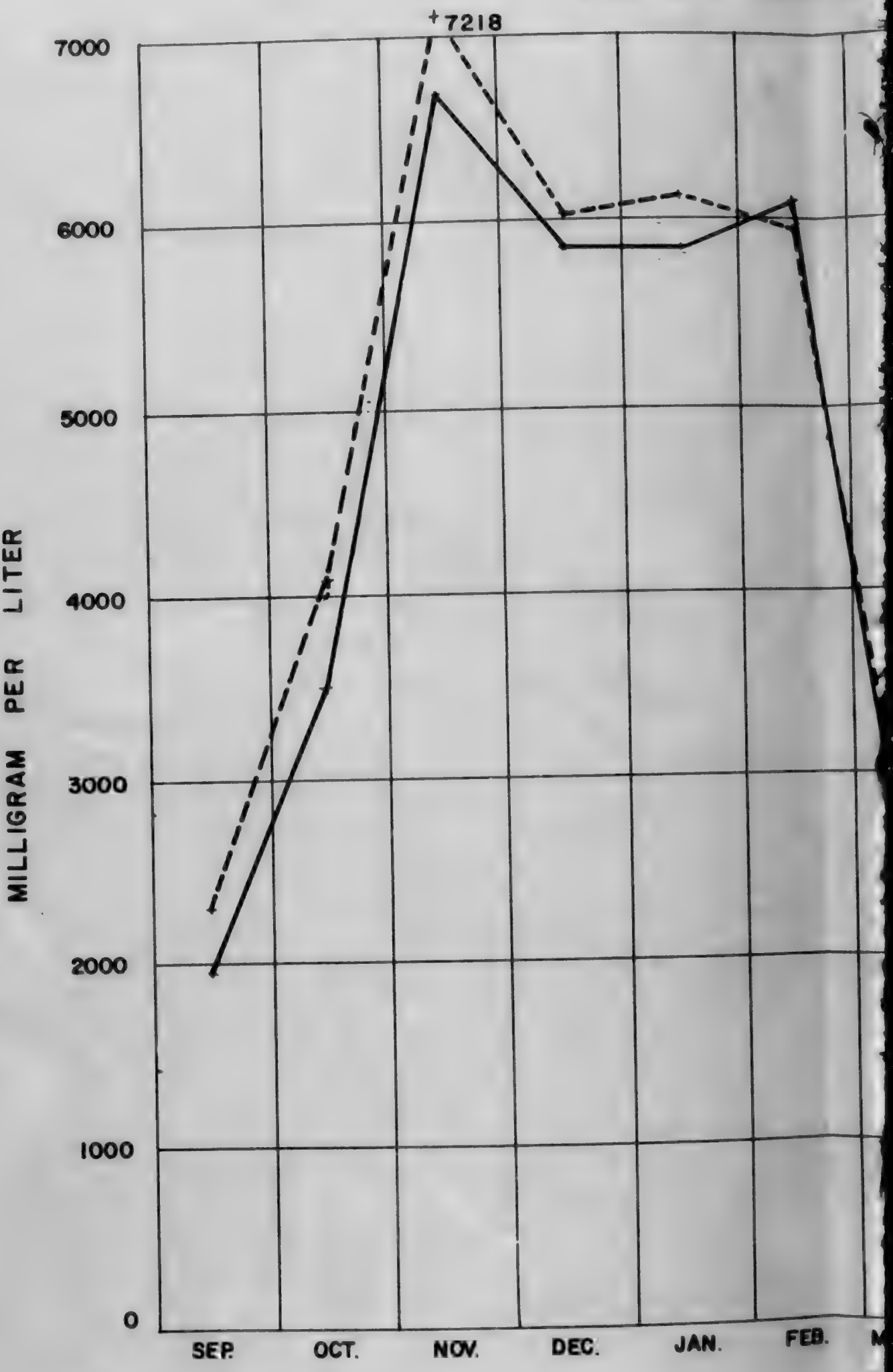
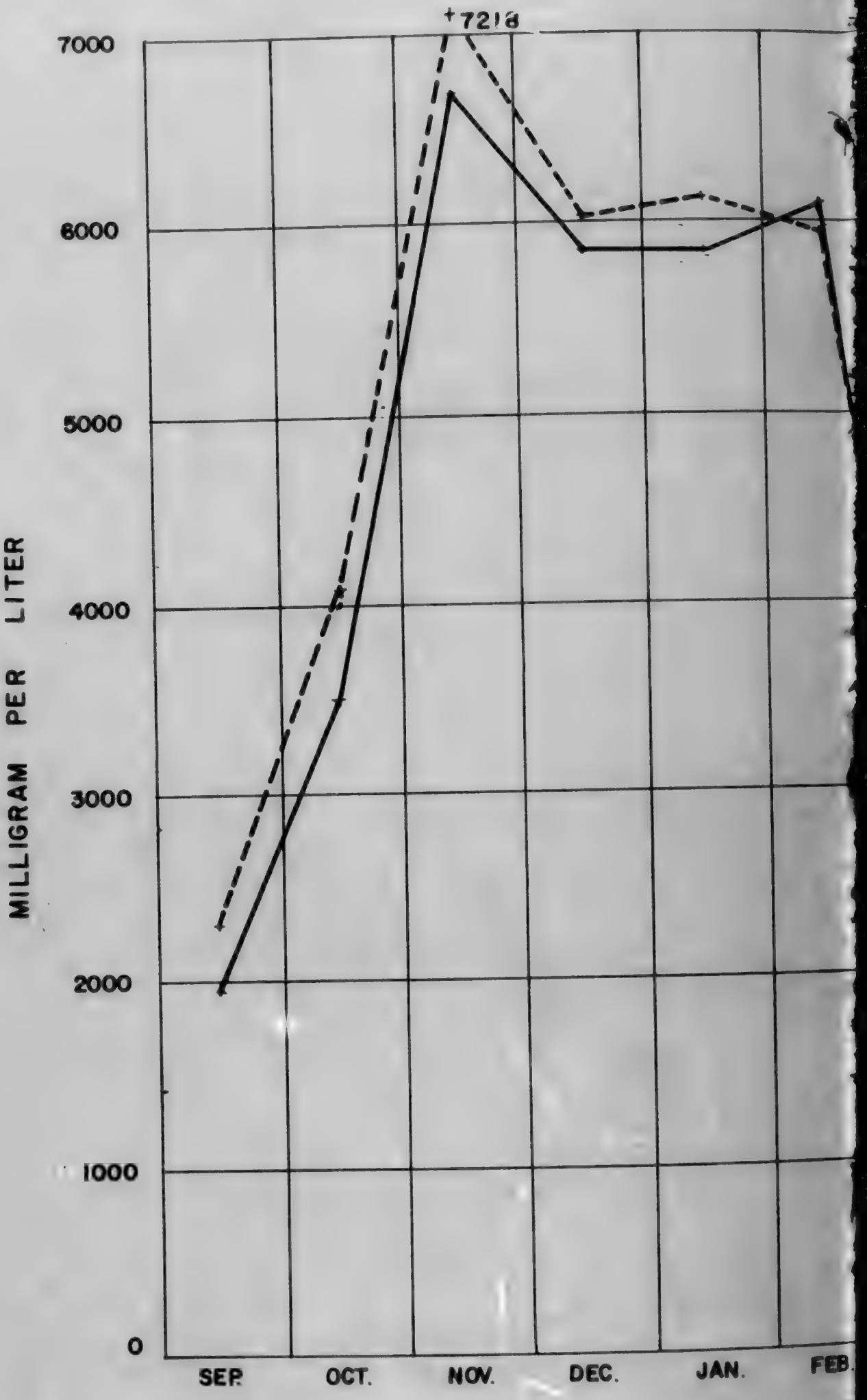


Figure 8


TOTAL SOLIDS
+7218
7000
6000
5000
4000
3000
2000
1000
0
MILLIGRAM PER LITER
SEP.
OCT.
NOV.
DEC.
JAN.
FEB.

TOTAL SOLID


+7218
7000
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JAN.
FEB.

LIDS

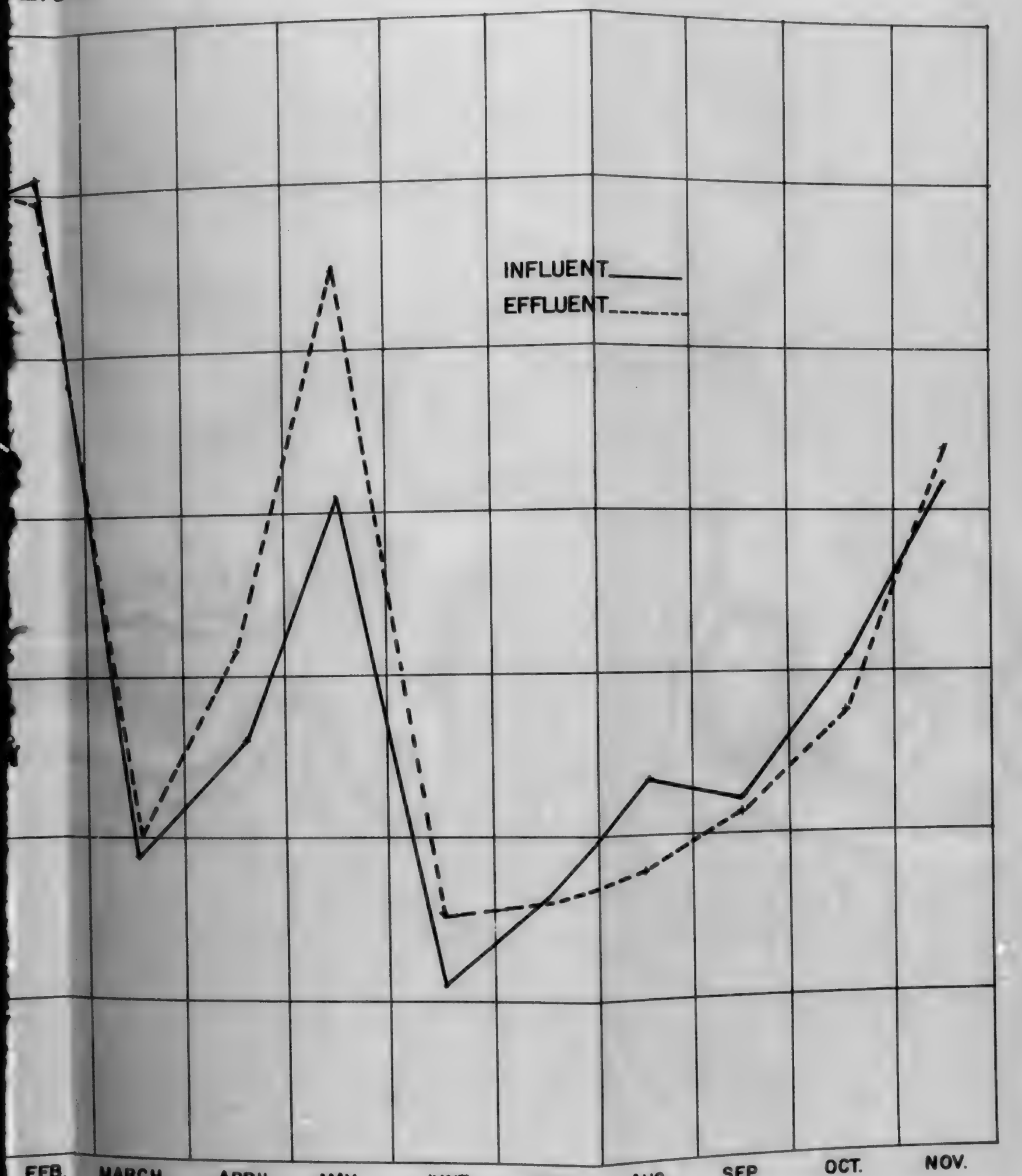


Figure 5a

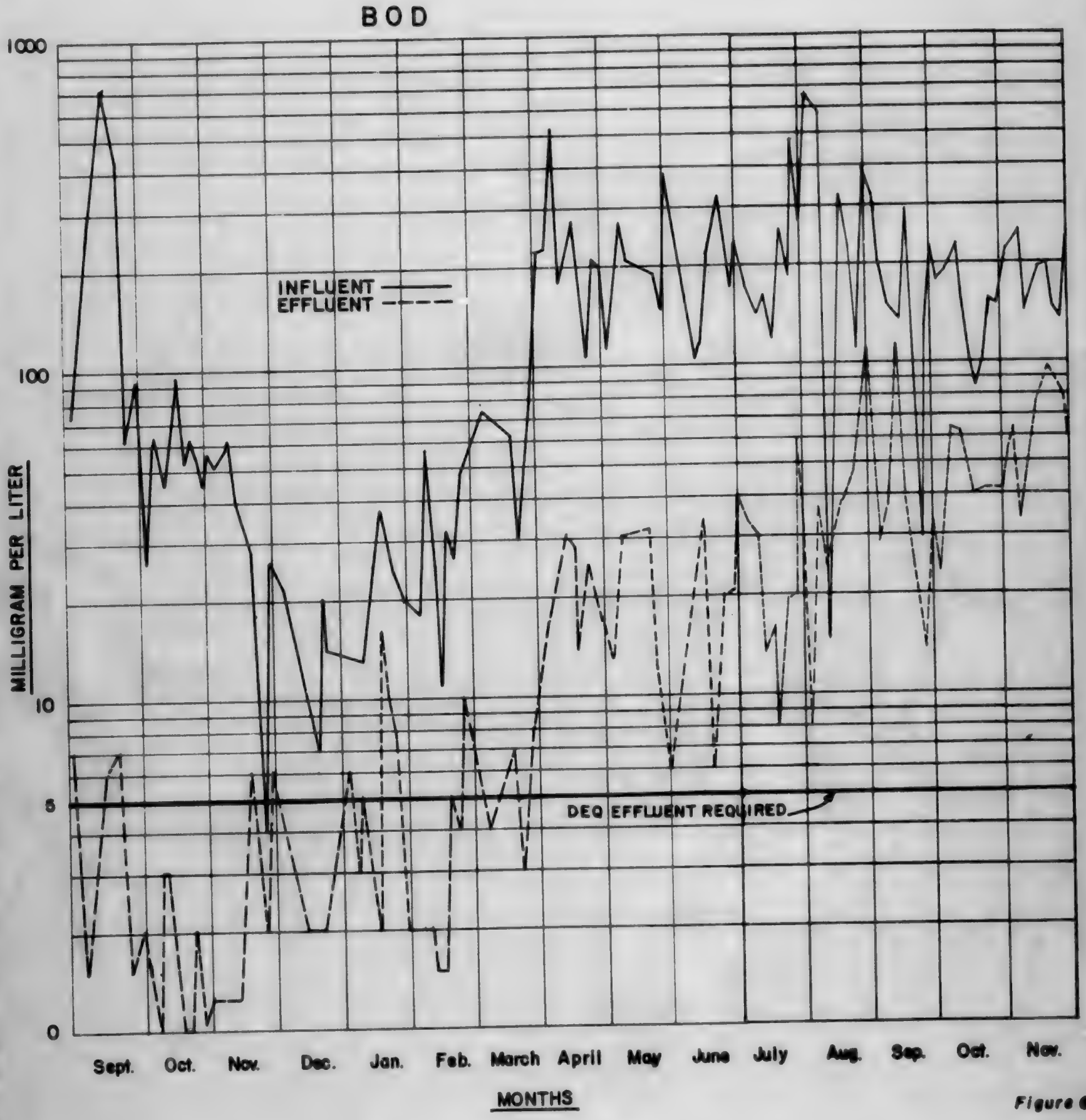

BOD
1000
100
10
5
0
MILLIGRAM PER LITER
INFLUENT
EFFLUENT
DEQ EFFLUENT REQUIRED
Sept.
Oct.
Nov.
Dec.
Jan.
Feb.
March
April
May
June
July
Aug.
Sep.
Oct.
Nov.
MONTHS

Figure 6

EFFLUENT PH

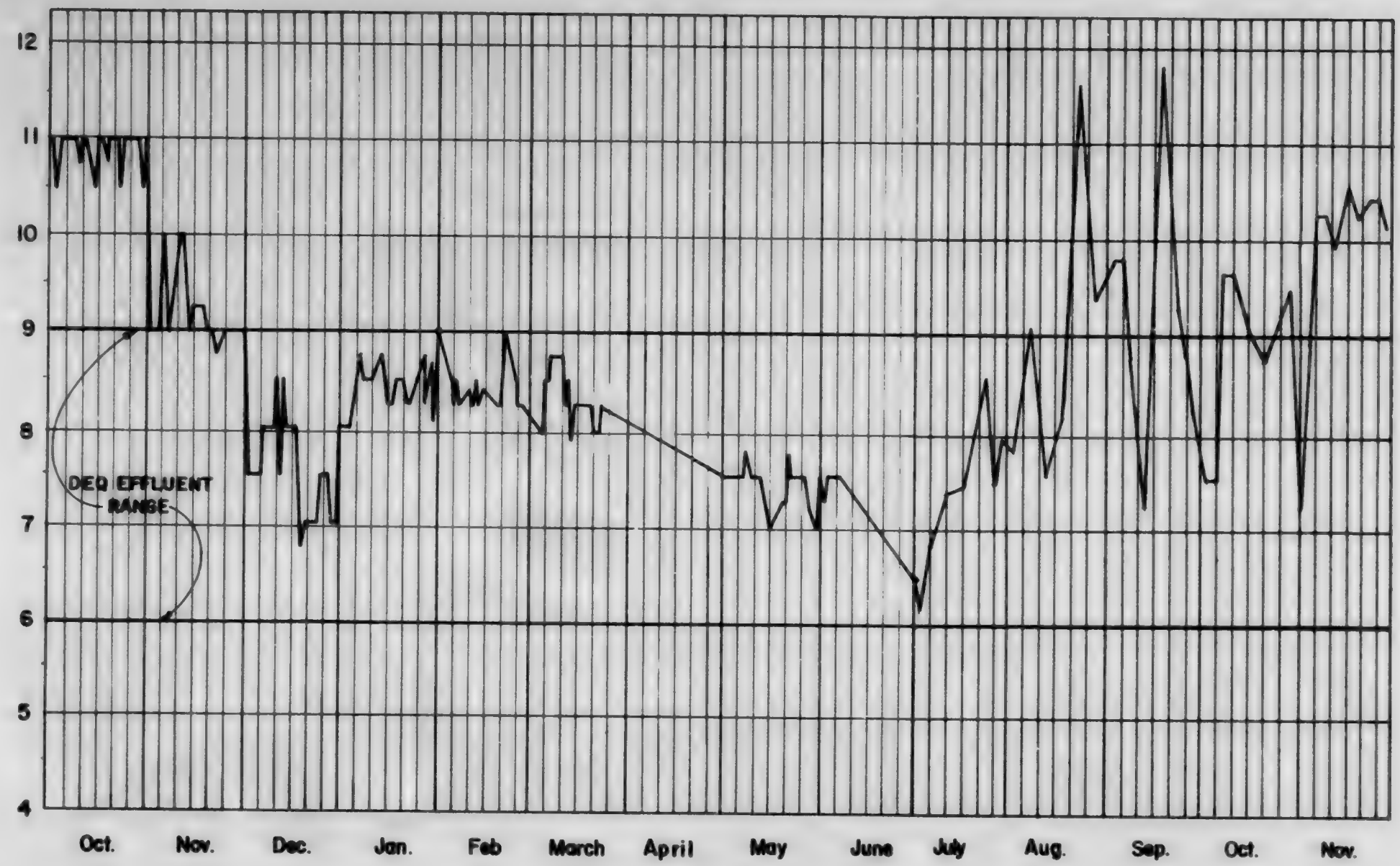


Figure 7

white chalky material covering the surface. This was presumed to be sulfates and other inorganics applied to the waste stream during treatment.

Another factor that reduced the plant's ability to maintain high treatment efficiency was discovered during the evaluation team's initial visit to the plant site in August of 1975. The secondary flocculation and sedimentation unit had ceased to function. Alum (and later Fe salts) were being added, but no floc was formed. This created a situation wherein the primary effluent plus the required chemical solutions (H_2SO_4, Alum, $Fe_2(SO_4)_3$ and NaOH) were passed directly to the tertiary units. If we assumed that the carbon columns were in poor condition (no absorption index was empirically established) as a result of processing the sludge infused wastewater produced after the tape failure, the continual (3-4 months indicated by the operator) flow of a chemically saturated solution only aggravated the already deteriorating situation. The recycled effluent (100% during much of the summer) continued to build up the dissolved solid concentration each time it passed through the secondary units. This situation was readily corrected by increasing the pH (caustic addition) and shifting the equilibrium of the floc forming reaction, but it should be noted that this condition had persisted for several months without the operator knowing how it should be corrected or that it was a critical problem. It required a very high pH (approximately 11-11.5) to obtain proper floc formation; this has caused problems in maintaining the final pH of the effluent within the allowable range of discharge permit.

SECTION III - DISCUSSION OF THE EXISTING WASTEWATER TREATMENT FACILITIES PERFORMANCE

While various mechanical and operational problems have arisen, and are discussed under the appropriate unit processes within Section IV, these two items have, in our estimation, had the most dramatic impact on the treatment plant's ability to produce a consistent high-quality effluent.

The ability of the plant to recycle large amounts of treated effluent is also in serious question. The process as designed requires the addition of relatively large quantities of chemicals. A significant portion of these (mainly sulfates, alum and polymer) can remain in the final effluent even if all units appear to be functioning properly. The amount remaining depends upon the effectiveness and operation of each unit. Since this facility has yet to prove its ability to continually meet the DEQ prescribed discharge requirements under non-recycle conditions, its capability of doing so, given a high proportion of recycled effluent, is doubtful. Figure 3 shows the amount of recycled water generated on a monthly basis as average daily flow (no accurately metered raw effluent figures are available). As indicated, this makes up a large portion of the total flow. Figure 8 shows that the total solids of this effluent can become extremely concentrated. A chemical analysis on the effluent was performed by the State and indicated that the primary material making up this concentration were contributed by the aluminium sulfate and sulfuric acid.

SECTION III - DISCUSSION OF THE EXISTING WASTEWATER TREATMENT FACILITIES PERFORMANCE

The other effluent discharge requirements that have been specified by the DEQ are pH and fecal coliform. The pH was maintained within the limits of the State's permit (Figure 7) except during the start-up period (October-November 1975) and the last four months when it was necessary to increase the pH in the neutralizer tank to increase floc formation. Information on fecal coliform is incomplete and subject to question because of the chemical concentration in the effluent being tested. No major problems have been encountered and if the necessary chlorine levels are maintained, coliform organisms are easily controlled.

Because of the Manzanita facility's consistent non-compliance, DEQ issued a Notice of Violation on December 16, 1975, following a field inspection of the plant. The DEQ found the system failing in regard to BOD (25 mg/l), suspended solids (29 mg/l), and pH (9.1). This was the first official notice issued by DEQ that we were made aware of during our investigation.

SECTION IV - EVALUATION OF THE EXISTING WASTEWATER TREATMENT FACILITIES

GENERAL

The problems experienced by the Manzanita treatment facility in meeting State discharge requirements can be placed in one of three general classifications: 1) mechanical and structural failures, 2) operation problems and operator inexperience, and 3) process failures. This section evaluates each of the treatment units in terms of their performance thus far, and identifies and analyzes the problems experienced and their causes.

Our evaluation indicated that the treatment facilities cannot be expected to produce a consistent final effluent of the quality necessary to satisfy the existing discharge requirement, if the present mode of operation is maintained. Even though the facility is presently receiving only a small portion of its total designed flow, it has been unable to meet the stipulations imposed by the DEQ. The seasonal use patterns and performance difficulties created by the differences between actual and design flow have been blamed for the plant's inability to comply with these requirements, but the batch process utilized in a chemical-physical treatment system should not be significantly affected when the individual unit processes, that compose the overall system, are carefully controlled, and in fact are normally quite tolerant to variations in loading. It would appear from our evaluation that the discharge requirements are simply too severe for the plant to consistently comply given the way it is currently operated, and the number of potential problems that may arise in the various individual unit processes.

The design criteria for these individual treatment units are shown in Table 2.

SECTION IV - EVALUATION OF THE EXISTING WASTEWATER TREATMENT FACILITIES

INFLUENT WET WELL AND PUMPS

A 25,000 gallon wet well and pump sump was installed under the provision of the original contract. The well is equipped with 2 submersible Hydr-O-Matic pumps which lift influent sewage to the headworks of the plant. While the wet well has sufficient emergency capacity for the ultimate flow that may be experienced, the pumps have required extensive maintenance, and one pump has repeatedly failed to perform properly.

The pumps are supplied with quick-connect type hydraulic seals which allow for removal of a unit from the well without necessitating a manual disconnection of mechanical restraints. One pump of the duplex system has experienced seal failure and pump leakage, apparently since it was installed. This problem has been addressed by replacing the seals and the seat, but as of our last visit to the plant site (November 1975), one pump was still out of order.

The inability of this one pump to function properly affects other aspects of plant operations. Influent metering was to be provided by a lapsetime recorder on each pump. Each pump's daily output was to be related back to its total operation over a 24-hour period. Because of the aforementioned seal failure, and the alternating mode of operations for the duplexing system (pump 1 acts as a primary and pump 2 as a backup for the first pumping sequence and pump 2 primary and pump 1 backup the next) which recorded the leaking pump as functioning, no accurate measurement of total plant influent has been possible.

TABLE 2

WASTEWATER TREATMENT PLANT DESIGN CRITERIA

WASTEWATER CHARACTERISTICS	
*Average Daily Design Flow (gpd)	33,000
*Peaks Design Flow (gpd)	50,000
**Flows (total influent) (gpd)	2,795-13,154
**Influent Biochemical Oxygen Demand (mg/l)	700-40
**Suspended Solids (mg/l)	1,000-16
Major Units	
Grit Chamber	
*Detention Time (min.)	5.2
Air Roll Chamber	
*Detention Time (min.)	5.2
Grease Chamber	
*Detention Time (min.)	5.2
Air Roll Tank	
*Detention Time (min.)	28.5
Volume gal.	1036
Primary Settling Tank	
*Detention Time (min.)	42.0
Volume gal.	1605
Surface Area (ft^2) (ADF)	42.3
Surface loading (gpd/ft^2)	1182
Acid Mix Tank	
*Detention Time (min.)	14.7
Volume gal.	505
Iron Contact Tank (Open)	
*Detention Time (min.)	9.3
Volume gal.	571

Flocculant and Neutralization Tank	
*Detention Time (min.)	16.7
Volume gal.	333
Flocculation and Settling Tank	
*Detention Time (min.)	169
Volume gal.	6291
*Surface Loading (ADF) gpd/ft^2	427
Rain Tower (ammonia stripping)	
Effective Depth (approx. ft)	21
Fill	Redwood Slats
***Hydraulic loading (gpm/ft^2)	1.1
(ft^3/air/gal)	24.3
Surface Area (sq ft)	67.5
Pump Rate (gpm) (estimated from curves)	75
Blower Rate (cfm	1,820
Blower hp	.25
Sand Filters	
Number	2
Diameter (ft)	4' 0"
Depth (media) (ft)	2'6"
Media	Sand
Surface Area (sq ft each)	12.56
***Hydraulic Loading (@ 75 gpm/one unit) (gal/min/sq ft)	5.97
Carbon Filters	
Number	2
Diameter (ft)	5'0"
Depth (media) (ft)	7'0"
Volume (ft^3)	137
***Hydraulic Loading [@75 gpm] (gal/min/ft^3)	1.83
Contact time (min.)	13.66
Chlorinator	
Type	Fisher Porter
Maximum rate (lb/day)	10
Incinerator	
Type	Wasteco-Model CA-500
Fuel	Oil

* Manufacturers Design
** Experienced Range
*** Based on Maximum theoretical loading rate, negelecting minor pipe or unit loss

SECTION IV - EVALUATION OF THE EXISTING WASTEWATER TREATMENT FACILITIES

An adjustable butterfly valve on the pump discharge has been altered repeatedly and as a result, affects the validity of any influent flow measurements. Throttling of this influent butterfly has been suspected in contributing to the pump seal failure. The influent pumps are operating at their upper limits in terms of total head. The increase head created by throttling the valve to control flow may have created excessive back pressure and initiated seal loss. Subsequent field repairs on the leaking seal have not corrected the situation.

The installation of a primary metering device was investigated. It would be desirable to place any flow metering equipment before the wet well because the plant was designed to supernate, or drain, directly back into the wet well when necessary. Without extensive cutting and replacement of paving, there are no readily accessible sites where simple mechanical measuring instruments (flumes, weir, etc.) could be installed on the influent lines within the confines of the treatment plant grounds. Given the variability of flow and the unknown character of the waste that may be produced, other types of inline measuring devices are not practical from an operation and maintenance standpoint. Several types of metering (i.e., orifices and venturi meters) could be installed on the discharge side of the pump in order to record the total flow into the plant. These would not be accurate in measuring actual plant influent, but would provide a close estimate at a reasonable cost.

The inspection of one pump, removed from the wet well to check the condition

of its seal and facing, revealed that corrosion was taking place. The pump appeared to be factory primed and painted, but the caustic condition set up in the wet well by the concentration of chemicals from the recycled effluent have started to deteriorate the pump housing and the exposed metal appurtenances. No consideration was made for special corrosion protection, maintenance, due to the characteristic of influent wastewater.

PRIMARY TREATMENT PROCESSES

Headworks

The headworks, (Figure 8) including the 4 inch inlet piping, comminutor, surge box, overflow apparatus, inlet screen and grit and grease removal are considered adequate for the design expected flow, and the general operation of the rest area. The air flotation grease removal unit was not analyzed in detail because of its inaccessibility but given the characteristic of the expected wastewater (providing some restrictions on the trailer dump are imposed) grease and oil accumulations should not prove to be a significant problem.

The overflow riser (4") allows that portion of the flow in excess of the amount that can be handled by the comminutor to pass directly into the grit removal section. This could conceivably allow any flotables, not trapped by the inlet screen, to pass to the primary and secondary portions of the plant. The amount of wastewater bypassed in this manner is dependent on the pump rates and adjustment of the influent throttling valve.

MANZANITA SAFETY REST AREA
WASTEWATER TREATMENT PLANT

HEADWORKS AND COMMINUTOR

Figure 8

SECTION IV - EVALUATION OF THE EXISTING WASTEWATER TREATMENT FACILITIES

Primary Sedimentation

Polymer (Figure 9) is added and air mixed prior to entering the primary sedimentation tank. The tank has a design retention time of about 45 minutes and has an estimated surface loading of 1185 gal day/ft^2. This is higher than most recommended loading rates (600 gpd/ft^2 - Ten States Standards) for primary settling, but the addition of polymer would if functioning properly increase acceptable loading. The use of polymer as a primary settling aid has been prostulate in many references, but its absolute effectiveness has not been substantiated for all uses. The applicability appears dependent upon the character of the waste, the contact time and the effectiveness of mixing. The polymer selected (Calgon WT-3000) by the manufacturer for use in Manzanita plant was based on experience elsewhere. No preliminary polymer tests were conducted on the Manzanita Wastewater to determine its effectiveness. Settling tests (Imhoff) conducted during our initial investigation of the facility, indicated little or not benefit was realized in the primary sedimentation unit by the addition of the specified polymer.

On our second visit to the facility, we conducted jar tests with a number of cationic and anionic polymers of various makes, but were unsuccessful in obtaining any meaningful results. The influent sewage, due to the large proportion of recycled water and its accompanying fine chemical precipitate, failed to settle even after several hours. During our first visit, the characteristics of the raw

influent were quite different and much more amendable to settling even without the addition of polymer. In October, the rest area use was down considerably and the percentage of recycled to total influent use was higher. While the recommended polymer did not appear to be effective in adding settling in the primary clarifier at the time of our investigation, it may prove to be of some advantage in the chemical flocculation and settling process (see discussion of chemical flocculation).

The polymer feed pump is a small piston type positive displacement unit which feeds directly from the polymer solution mixing tank to the air mix section of the treatment plant. At the time of our inspections, the volume delivery control on this pump was broken and polymer was being discharged at the maximum output of the pump.

Sludge removal from both the primary clarifier and grit and grease removal units is controlled by the automatic processes integrated within the plant. This appeared to function satisfactorily at the time of our inspection. We were informed by the operator that the pneumatic operators had been overhauled prior to our visit. The problem that was experienced when the master control tape broke causing all the plant valves to open was apparently unusual and not likely to occur again. Safeguards should be taken to insure that integrity of the tape is maintained.

POLYMER FEED

ALUM PUMP AND MIXER

Figure 9

SECTION IV - EVALUATION OF THE EXISTING WASTEWATER TREATMENT FACILITIES

Sand and carbon filter backwash water is discharged to the primary section of the plant to allow processing of wastewash effluent.

SECONDARY TREATMENT PORTION OF PLANT

Acid Addition and Iron Reaction Tank

Sulfuric acid (H_2SO_4) is added at the beginning of the secondary treatment section in sufficient quantity to lower the pH to 2-4.5. The acid is added by acid transfer pumps located at the acid storage tank and controlled by pH probes in the acid addition tank. The original use of the acid is two fold, according to the manufacturer.

The plant was designed to produce its own flocculating agent by the oxidation of elemental iron plates to iron salts in the iron reaction tank following the addition of acid. While this system was included in the original design and the plant was shipped with the plates in place it was never utilized. It was replaced by a pump and mixing tank to provide for the direct addition of Alum (ferric sulfate addition was added later). Thus, as originally conceived the iron floc generated plus any remaining polymer were responsible for secondary floc formation and clarification. The other use the manufacturer claims for the acid addition was in destroying virus in the wastewater. The change from pH 2-3 to pH 10-12 by the later addition of caustic soda is, according to the manufacturer, responsible for significantly reducing the viable virus concentration in the waste. No data to substantiate these claims were made available. Because of the continued use of

acid presents a variety of problems in process operations, and safety as well as increasing the cost of operating the treatment plant, the sensitivity of viruses was evaluated in some detail.

The viruses known to be excreted in feces and thus candidates for transmission by the water route include the following:

Picornaviruses (enteroviruses): Poliovirus, echovirus
coxsackievirus A and B

Adenoviruses

Reoviruses

Infectious hepatis virus(es)

The enteroviruses as a group are known to be acid resistant, which is logical since they multiply within the gastrointestinal tract. The pH of adult gastric juice is 1.77 and foods commonly remain in the stomach for 1.5 - 4 hours. Thus enteroviruses are resistant to very low pH's for relatively extended periods of time. During the remainder of digestion within the intestines, the pH rises as bile and other juices are added, until the pH on excretion through feces is 7.0 - 7.5. Enteric viruses are able to survive and multiply throughout the gastro intestinal tract and thus appear resistant in the pH range 1.77 - 7.5.

Horsfall and Tamm (Viral and Rickettsial Infection of Man, 1965) report laboratory data showing echovirus are stable in the range of pH 3-5, poliovirus is stable at pH 3, and coxsackievirus is stable for 1 day at pH 2.3 - 9.4 and for 7 days at pH 4.0 - 8.0. Poliovirus is inactivated in 0.1 N HCl (pH 1), but no time was given for inactivation (2).

Other viruses are known to survive the conditions of the gastrointestinal tract to be excreted with the feces. Adenoviruses are resitant to the acid and bile of the GI tract. Furthermore, they are less stable under alkaline conditions than acid conditions. Viral suspensions are not completely inactivated at room temperature for 30 minutes at pH 1.5 - 2.5, but complete inactivation of infectivity occurs at pH 10 under the same conditions. Reovirus has been isolated from feces and the virus(es) of infectious hepatitis are generally assumed to multiply in the intestinal epithelium (3).

Most of the research in virus inactivation by water and wastewater treatment has concerned itself with pH's typically encountered under such treatment (pH 6-10). R.C. Cooper (Virus Survival in Central Contra Costa County Wastewater Renovation Plant, 1972) has made some investigations of virus removal under alkaline conditions created by lime flocculation in a pilot plant using physical chemical treatment for wastewater reclamation. Cooper found 99 + % removal of seeded poliovirus from the lime flocculation step at pH 10.3, but could not detect any viruses when the operating pH was 11.5. He attributed the increased removal to the higher pH which appears to be more detrimental to enteric viruses than low pH.

Based on the above information it does not seem reasonable to expect that the pH of 2-3 encountered during the physical-chemical wastewater treatment at the Manzanita rest station will inactivate viruses typically found in wastewater.

However, the alkaline conditions from caustic addition may inactivate viruses, provided the pH is high enough.

A rapid change in pH is not believed to be detrimental to viruses either. In our virus concentration procedure conducted by Montgomery Engineers, the viruses are adsorbed onto filters following a pH adjustment to 3.5. Next, the viruses are eluted from the filters at pH 11.5, followed by a rapid adjustment to pH 7.0 - 7.5. This type of a pH adjustment procedure is quite common now in virus concentration from water and wastewater, apparently without detriment to the viruses.

The question, what effect has chlorine disinfection on the wastewater at the Manzanita facility needs to be addressed. Our literature searches and previous experience have led us to conclude that the chlorine disinfection step of water or wastewater treatment is responsible for the greatest percentage of virus removal. For example, while coagulation, flocculation, sedimentation and filtration may be expected to effect a combined removal of 99.9% of a viruses in water treatment, prechlorination and post chlorination could be expected to remove about 99.999% each. The exact amount of virus inactivation depends on contact time and dose.

The additional acid to achieve the destruction of virus would appear to be an unecessary expenditure. Virus removal by flocculation, sedimentation, filtration and chlorination should be very effective on its own (99-99.9% effective

for enteric virus in fresh water) in removing most water borne virus. The addition of a strong acid increases the amount of sodium hydroxide (NaOH) that must be added to raise the pH to allow the formation of an alum floc. Since the acid plays no substantial role in the treatment process, it must be considered as an unnecessary cost factor. Other problems have been experienced due to the use and storage of acid. In late November of 1975, an explosion took place in the acid storage tank. The report filed by the Highway Division stated that the alleged explosion occurred in the upper chamber of the combination storage and pumping tank (total volume, approximately 4,600 gallons) and that the chamber contained 800-900 gallons of sulfuric acid at the time. The explosion left visible damage to the tank. Both the exterior coating and fiberglass lining were allegedly damaged, and the tank was moved approximately 3/8 of an inch due to the force of the blast. It was concluded that the explosion resulted from the violent reaction of hydrogen, produced by the corrosion of either iron or zinc (galvanized piping), and the atmospheric oxygen ignited by static electricity. Following the explosion, the tank was drained and the plant operated without acid.

Flocculant and Neutralization Tank and Sedimentation Tank

From the acid addition and iron contact tanks, wastewater enters the neutralization tank where alum and ferrics sulfate are added (Figure 9) along with sodium hydroxide to reduce the pH and set up the chemical equilibrium for the formation of the necessary floc.

Caustic (NaOH) addition is controlled by a pH probe and rapid mixing is achieved by a propeller type mixer (Lightnin Portable Mixer). Sedimentation takes place in a baffled double chambered sedimentation tank following the neutralization tank. The sedimentation tank has a double hopper bottom for sludge removal. Sludge removal is controlled by the automatically programmed control mechanism. Sludge is pumped to the sludge hold tank several times a day (adjustable), and is ultimately disposed of by incineration.

Alum and ferrous sulfate is batch mixed as needed and fed by a piston single-type pump. No problems have been experienced in the operation of these units. Caustic is supplied from a large two-chambered feed/storage tank (similar to the acid tank). Since the concentrated NaOH is quite viscous and tends to crystalize out in the delivery lines and nozzles, daily examination and maintenance of these areas is necessary. The pH probe, which controls the amount of NaOH added, is not calibrated to read the actual pH of the chemical mix tank and tends to cause confusion in establishing the necessary chemical condition for floc formation.

At the time of our initial inspection (August, 1975) a very poor floc was being formed and the sedimentation portion of the treatment process was essentially useless. The influent turbidity to the sedimentation tank was approximately 700 JTU and the effluent 600 JTU. By adjusting the pH from approximately 9.2 to 10.2 a markedly improved effluent (50 JTU) was achieved. It was reported

by the operator that the flocculation mechanism has not functioned properly for several months. The consequences of this are discussed under the tertiary operation of the treatment unit.

It is important that the sludge draw down be frequent enough to insure that settled material is not washed through the system. Establishing the necessary removal periods is difficult because flocculant dosage has been adjusted several times since the valve operation program was established. If the concentration of alum and iron salts are increased, the amount of precipitate floc can increase beyond the removal capacity of the preset programming. By visually inspecting the tanks effluent, the operator can manually draw off additional sludge, if he understands how the unit is to operate and is available to monitor effluent quality.

Surface settling rates, even at maximum design flow, are well within the recommended range. Ten State Standards recommend that the intermediate surface settling rate not exceed 1,000 gallons per day. From the design drawings, we have calculated that the surface loading at maximum peak design flow (50,000gpd) should not exceed 450 gpd/ft^2.

TERTIARY TREATMENT PROCESSES

Air Stripping Tower and Holding Tanks

From the chemical floc and sedimentation tanks, secondary effluent passes over a weir to the pretower tank where air is added to help freshen and saturate the water prior to entering the air stripping tower. The pretower tank provides one

of the few opportunities to examine the internal construction of the facility without having to drain the entire plant. Observation plates can be removed and a visual examination of the inside condition of the tank is possible. Only a cursory inspection of the pretwoer tank was made during the site examination because ventilation equipment was not available. Highway Department personnel conducted a detailed inspection of the final holding tank early in 1975. This revealed extensive coating failure and corrosion. Examining of the pretower showed only minor corrosion along upper structural supports, but we did not completely dewater the unit and inspect all the internal structures and appurtenances. Because of the corrosive nature of the material employed in the treatment process (NaOH, H_2SO_4, etc.) it should be anticipated that any surfaces revealing coating failure could eventually develop corrosion problems.

The effective air stripping of gases (primarily dissolved ammonia gas) requires that certain criteria be established and maintained. This includes raising the pH to between 10.8-11.5 for the conversion of ammonium ions to dissolved ammonia gas (80-99% conversion @ 20°C), maintaining an adequate dispersion of the liquid into droplets, and supplying sufficient air to provide good air to droplet contact.

Spot sampling of pretower effluent during our site investigations showed water entering the tower at a pH between 11 and 12 (99% ammonium conversion at 20° C) on our first inspection, and between 9 and 11 during the second trip (40-95%

ammonium conversion at 20°). If the pH can be maintained at the high levels (10-11) the proper condition for ammonia removal can be established.

The effectiveness of ammonia stripping is dependent also upon the amount of air supplied and the surface area of the packing material (redwood) per gallon of wastewater processed (air/liquid loading). The tower blower (squirrel cage type) has a capacity of 1,820 cfm. The tower pump has an estimated rated capacity of approximately 75 gal/minute. The ratio allows only 25 ft^3 of air per gallon of wastewater, which according to recent studies on ammonia stripping in wastewater will provide a very little removal (20%). On the other hand, surface loading (gal/ft^2 surface area) for the Manzanita Plant was satisfactorily (1.1 gal/ft^2), and could provide up to 90% removal.

We did not empirically determine what the actual rate of ammonia removal was because the operational regime was not stabilized to a point which represented "typical" conditions. We would expect that the system would be capable of relatively good ammonia removal given that the current high pH and low surface loading were maintained. Following the stripping, tower water is collected in the post tower tank where it is prechlorinated and held before cycling through the filter units. The tower screens and baffles are cleaned by use of

the tower screen pump, which washes off the screens and drains back into the influent wet well.

Sand Filters

Chlorinated water is pumped from the tower holding tank into the top of the sand pressure filters (Figure 10) and allowed to pass through the media. The filter influent has been partially neutralized by the addition of chlorine in the tower hold tank.

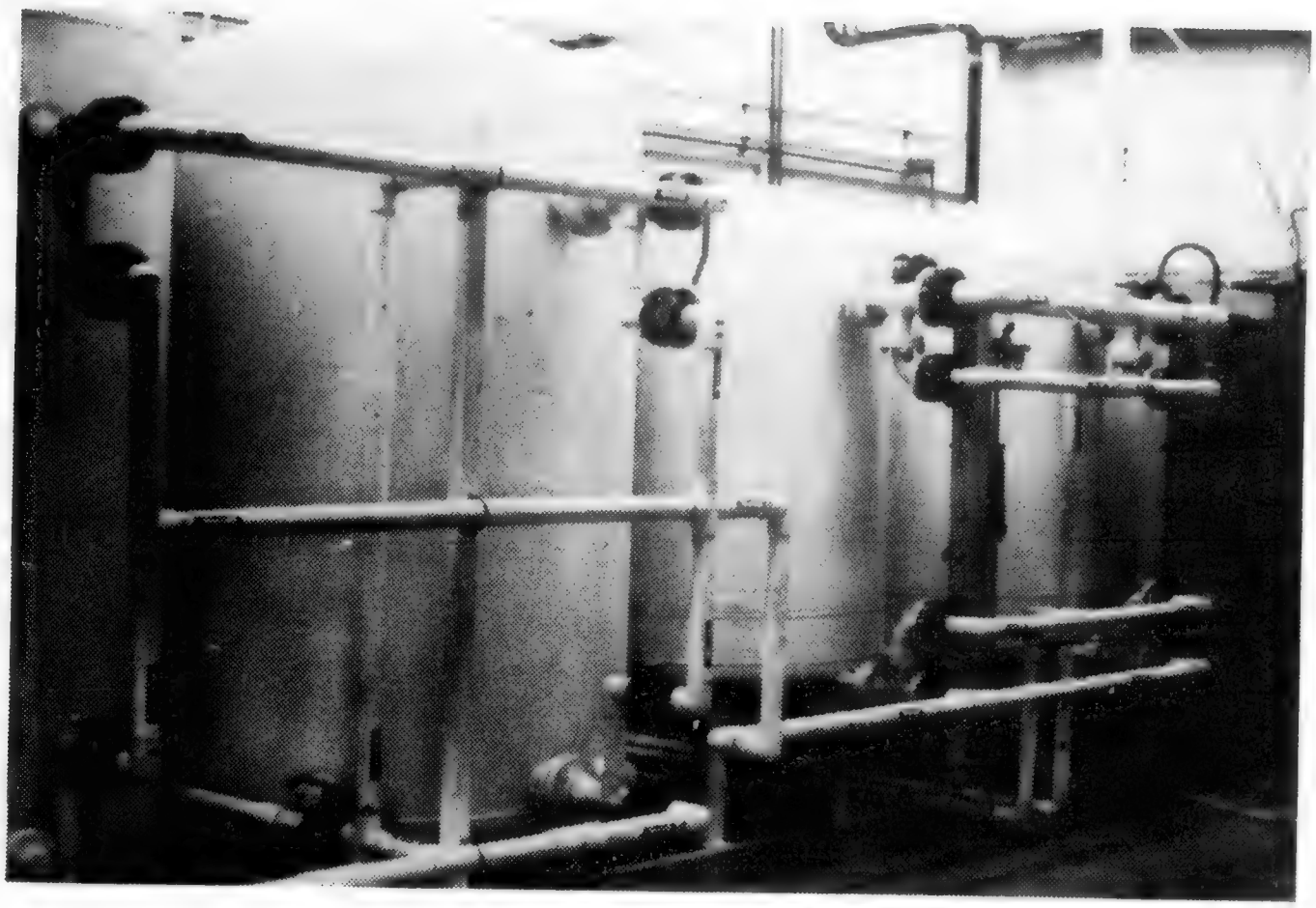
The two single media sand filters work as independent units. After a predetermined period of time or developing a preset differential pressure drop (14 lbs) across the filter, the individual units are automatically backwashed. The back wash is accomplished by a 2 minute air scour and 3 to 15 minutes (adjustable) of upflow washing and bed fluidization by the back wash pump. Wash water is supplied from the final holding tank and expended wash water is recycled through the primary section of the plant.

Since the two units employ a single media (graded sand) it would be expected that most of the filtration (i.e., head loss) occurs in the first 2-3 inches of the media. Given the plant's history of flocculation and sedimentation failures and the carryover of a large portion of material that would normally be removed by the secondary processes, it would be anticipated that filter breakthrough might be occurring during these heavy loadings. This is particularly likely given the low strength of the washed through chemical floc and its inherent tendency for

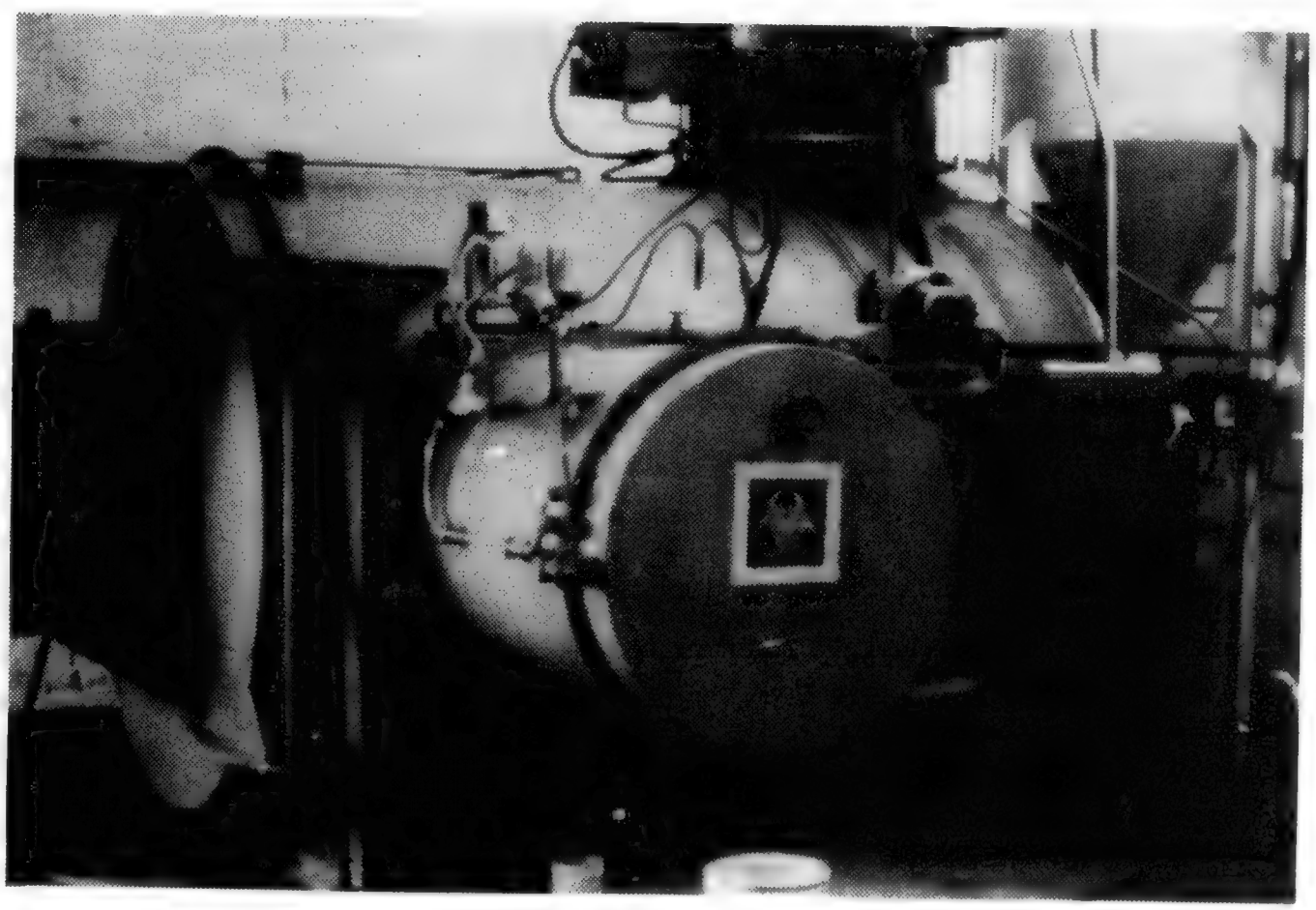
shearing. The use of a single media in high rate tertiary filters has been questioned in terms of the effective penetration and use of media. Tests on multimedia filters showed much better bed depth utilization and improved removal (turbidity, SS, BOD, phosphate) at higher suspended solids loadings. Filter runs are lengthened and the subsequent use of back wash water can be reduced, in automatically controlled and preprogrammed units, such as Manzanita, by utilizing a multimedia filter.

During our field investigation, spot sampling (no continuous flow turbidity recording instrumentation was provided) and visual observation of filter influent and effluent showed little improvement in quality. We did not have the opportunity to examine the media itself, and no information was available on the actual make up of the media, its source, or installation practices.

The addition of polymer in the primary portion of the plant may aid in improving filter performance. The use of polymers can increase the strength of chemically formed floc, permit higher filter loading, and reduce floc shearing for material carried through the sedimentation unit. If polymer addition had as its main goal improved filtration, it would ideally be added immediately upstream of the filters and not in the settling or flocculation units. It was impossible to determine the exact effect polymer had in the primary settling process (as discussed earlier), but on the basis of our field observations it appears that it did little to improve either the primary or secondary settling. This would have to be



CARBON FILTERS (LEFT)
SAND FILTERS (RIGHT)



INCINERATOR

Figure 10

empirically determined when adequate flow was received at the plant to perform coagulation and sedimentation tests with a variety of polymer.

Filter loading at the Manzanita plant appears to be within accepted design standards for a process of its type. Approximately 6 gpm/ft^2 would be delivered by the filter pump, if only one unit was operating and the other either off line or in the back wash mode.

The time intervals available for the back wash sequence allow enough flexibility to program the unit into a variety of schedules or operational sequences. With both the air scour and the 10 psi upflow back wash pump, adequate expansion and cleaning of the bed can be accomplished if properly programmed.

A complete analysis of the physical properties involved in filtration of chemically settled effluents are available from many sources. To avoid detailed discussions of the theory of filtration in this evaluation, the reader is referred to the standard reference material for a more indepth explanation of the mechanisms involved.

Carbon Filters

The carbon filters (Figure 10) following the sand filters provide a granular activated carbon surface for the adsorption of color, odor, and other organic

pollutants. In advanced wastewater treatment, carbon adsorption is regarded as a final polishing step for removing those materials not amendable to other forms of treatment.

The carbon columns utilized at the Manzanita facility are designed on a down flow packed bed configuration. Water passes from the top of the filter down through the granular carbon media and out to the final water storage tank where it is chlorinated and stored for recycle or disposed of by irrigation. The filters are periodically/manually back washed to remove accumulated material by reversing the normal flow and agitating the carbon with air. Back wash water is recycled to the primary portion of the treatment system.

Basically, this unit is intended to take wastewater that has already received a high degree of treatment and further processes it in order to remove residual refractory material. The major problem in obtaining the desired effluent quality from the carbon filters appears to be in the poor quality of the influent water. The literature is incomplete and often imcomplete contradictory with regard to the effect carbon filter influent with a high suspended and total solids concentration, has on adsorption effectiveness. Recent work at the Lake Tahoe, California's Advanced Wastewater Treatment Plant indicates that improved removal and longer carbon activation is achieved when mechanical fouling and dissolved solids buildup is eliminated. Because of the problems in the primary and secondary treatment units, that resulted in a reportedly poor quality secondary

effluent, water reaching the carbon column had a high concentration of dissolved and suspended solids as well as other material. This heavy influent concentration quickly exhausted the carbon reserve capacity and saturated or blocked the active sites. It is critical to remember that carbon is only a final step in the treatment process, designed to remove those materials which cannot be treated by conventional processes and provide a final polishing. The Lake Tahoe Plant has the longest experience treating wastewater with activated carbon. The activated carbon influent stream typically has a BOD of 3 mg/l and a total organic carbon concentration of 12 mg/l, and produces an effluent of<1 and 3 mg/l, respectively. While carbon columns can handle shock organic loads, better than conventional treatment processes, the continued (reportedly 2-3 months) exposure to essential primary treated effluent followed by sand filtration, may well have expended the adsorptive capacity of the carbon almost immediately. With a final effluent that had BOD as high as 100 mg/l, it is doubtful if the process would continue at the expected efficiency. Iodine number tests, conducted to determine the regenerative potential of the reactivation process the treatment plant manufacturer has established, (discussed later) gave a pre-regeneration Iodine number on the two columns averaging 680. Virgin carbon (depending upon grade and manufacturer) has an Iodine number of around 925. While the Manzanita carbon had been reduced to only 75% of its original capacity, this is normally considered as being "spent" in terms of advanced wastewater treatment.

Several other points that can play a significant role in the effective operation of a carbon filter should be noted. The down flow operation of the bed provides two types of treatment physical filtration of particulates and adsorption of dissolved material. It would seem unnecessary and ineffectual to operate in this manner in that the columns are preceded by a sand filter. Operating the carbon beds in an upflow configuration provides for expansion of the bed and more complete contact with the carbon. There is less chance of fouling the surface of the carbon than in down flow beds, when an increase in suspended solids or turbidity occurs. An up flow bed when proceeded by filtration requires less back washing (which should be carried out with very pure water) and therefore requires less down time.

Tests on the adsorptive ability on MBAS (methylene blue active substance) and other organic material have shown that the carbon's efficiency increases with a decrease in pH. Above a pH of 9 the adsorptive ability of carbon has been reported as being very poor for domestic waste. The final effluent pH the Manzanita facility has been producing has exceeded 9 on many occasions. No records on the pH of the sand filter effluent have been maintained. A single spot check during our evaluation showed the sand filter effluent to have a pH of 12. It should be noted that this reading was taken at a time when the pH was being adjusted to maximize flocculation, and the chlorine tank had been depleted (discussed later) eliminating any neturalization from prechlorination.

SECTION IV - EVALUATION OF THE EXISTING WASTEWATER TREATMENT FACILITIES

As stated earlier, the Iodine number (a test to determine the relative adsorptive capacity of activated carbon) of the carbon was determined to assess the reactivation efficiency of the acid/caustic wash "rejuvenation" process which is copyrighted and patented by the Chem Pure Company. This process relies on the oxidation of organics adhering to the active sites on the carbon by exposure to a strong acid/caustic solution. This is a somewhat unique process which, in a modified form, has been used for rejuvenating carbon used to treat some industrial and potable waters. Because of the varied and uncharacteristic nature of the material that may be experienced in domestic and most industrial sewage, the process is not normally considered applicable for municipal type uses. The treatment plant manufacturer and his representatives have stated that they achieve as good a regeneration by their process as the more conventional thermal procedures. Our tests indicated very little improvement is achieved by this chemical rejuvenation. Carbon samples were taken before and after rejuvenation. The spent carbon had an Iodine number averaging 680, and the acid rejuvenation only improved it to 707. This would indicate that the overall effectiveness of the process is quite low. In discussing the results of our tests with the Chem Pure manufacturer, he indicated that his test on identical samples showed excellent regeneration. He claimed it was necessary to treat the carbon with a stronger base, which was not done at the plant, in order to achieve these results. The continued processing of a waste high in dissolved organics with a high total solids concentration may

have contaminated the carbon to a point where acid oxidation is no longer effective. It will be necessary to go through the regeneration process again and determine from further tests (Iodine number, adsorption isotherm, etc.) if the Chem Pure system can provide the necessary carbon quality the manufacturer claims on a continuing basis, or if replacement of the carbon should be considered after a given time.

CHLORINATION AND EFFLUENT DISPOSAL

Chlorine solution can be applied at both the tower holding tank and in the final holding tank. The present chlorinator and the associated equipment is sufficient to supply the necessary amount of chlorine if the entire system is operated properly. When plant upset occurs, as in the past, suspended and particulate matter wash through the primary and secondary portions of the facility increasing the chlorine demand and reducing the residual. If the recycle system is to be operated, it is essential that the necessary residual chlorine level in the final effluent be maintained. The system is manually controlled, and no automatic devices have been included to analyze and regulate the chlorine application rate. The operator checks the chlorine residual in the final water to ascertain if the factory determined chlorine residual (1-2 ppm) is being maintained. He also checks the chlorine scale to determine if the single tank has sufficient gas remaining and that the flow meter is operating to insure that gas is being delivered.

SECTION IV - EVALUATION OF THE EXISTING WASTEWATER TREATMENT FACILITIES

During our initial inspection of the facility, a chlorine residual determination was made and showed no free chlorine was available, but both the chlorine scales and flow meter indicated the chlorine gas was available and being delivered. Further investigation revealed that both the scales and flow indicator were malfunctioning and that the chlorine tank was indeed empty. Since additional chlorine cylinders were on order, but not delivered, the operator had to add powdered chlorine to the final hold tank to provide the disinfection. The significance of this was that : 1) unchlorinated effluent was recycled through the restroom facilities during a period when treatment efficiency was already impaired due to the failure of the secondary flocculation and sedimentation mechanisms, and 2) any pH adjustment realized by pre and post chlorination was eliminated.

Chlorine contact time is controlled by the irrigation and recycle rates. Chlorine solution is introduced into the final holding tank by the chlorine solution pump. The actual contact time is dependent upon the rate of addition and withdrawal from the holding tank.

The discharge permit issued by DEQ requires only that fecal coliform concentration restrictions be maintained and does not impose minimal contact time or residuals. The plant operator indicated that present effluent pumping (recycled or irrigation) is such that a minimum 60 minute retention is normally obtained with a chlorine residual of 3-5 ppm. This is within the State's

requirement for recycled waters that may have some human contact (60 min. 3 ppm residual). It should be noted that in wastewater with a high turbidity or suspended solids that solids may entrap virus and bacterial particles and protect them from disinfection. To insure the adequacy of disinfection, the final effluent should be free of particulate matter. Treatment processes that have been responsible for the operational failures, that have been experienced in the past, need to be carefully controlled to eliminate any carryover of solids.

The chlorinator has no diffuser or other mechanical means of mixing. Consequently, chlorinate solution will diffuse through the final holding tank by means of pumping agitation and passive mixing processes. For disinfection to be effective, it is necessary to provide proper mixing of the chlorine solution and final effluent prior to beginning the contact period.

The irrigation disposal unit was included to eliminate only excess water from the recycle system. While it is not stated in the discharge permit, the DEQ had authorized disposal of only 5,000 gallons per day to be applied to approximately 2.5 acres. At ultimate peak design flow, 90% of the processed wastewater was to be recycled. With the chemical processes utilized, it is unrealistic to consider a recycle rate of this magnitude. The build up in total dissolved solids (salt from the wastewater and chemicals added) in such a recycle system would tend to cause problems in over-treatment effectiveness. Under the

present mode of operation (normally under 90% recycle) dissolved solids have built up to extremely high levels. This can affect, not only the continued operation of treatment system (precipitating out of a chemical sludge in the wet well and other treatment units), but may in time have an effect on the vegetation in the disposal area due to the chemical concentration in the effluent which is disposed.

The recycle system is not a necessity. The rest area has, under normal operation, sufficient water from the well system to supply its needs. The restrictive effluent standards were imposed by DEQ, because of the recycle sytem, in order to insure public health. If the plant were to dispose of all treated effluent, they indicated that the requirements could be relaxed and a new permit issued. The major problem would be in securing additional irrigation area (when the daily flow exceeded 5,000 gallons), and providing a holding facility during the periods when irrigation could cause runoff (November-March or April). If water conditions in the area did become critical, and the plant had the capacity to produce a recycle quality effluent, it could be utilized during those periods when it was required.

The only major mechanical fault in the present system was that a low level off switch was not provided for the recycle pump. On several occasions, the operator has checked the facility in the morning and found the pump running dry. This was an apparent oversight in the design of the recycle system and is

scheduled to be corrected by the manufacturer.

SLUDGE HANDLING AND DISPOSAL FACILITIES

Sludge removal from settling and flocculation units is controlled by programable pneumatic valves. These can be adjusted to provide any desired sequence of operation. Of critical importance, is establishment of a chemical flocculation rate that is coordinated with the subsequent sludge removal rate. If too heavy a chemical dosage is provided, the amount of floc and settled material can build up and wash through the system. It would be preferable to utilize a program that provided for frequent, low-volume removal to insure proper operation. All sludge removal valves should be provided with some method of sampling to check that removal is complete.

Sludge from all treatment units is drawn off into a sludge holding tank which provides for partial dewatering prior to incineration. Supernate is drained back to the influent wet well for reprocessing. As mentioned earlier, a programming tape malfunction will (and has) cause all sludge and drain valves to open and empty into the wet well. The present automatic system does not provide for a fail-safe mechanism on the sludge holding tank which would help eliminate the problem experienced in the past.

Sludge is manually disposed of in an oil-fired incinerator (Figure 10). The operator pumps the partially dewatered sludge to a hopper where it is sprayed

into the incinerator to insure complete combustion. It has been necessary to clean and replace the spray nozzles to avoid clogging. No other major problems have been reported in regard to the incinerator after the manufacturer changed spray nozzles and repiped portions of the hopper storage unit. Except for the amount of time required to start and oversee incineration, the sludge disposal unit is considered adequate to process the amount of material produced as long as the volume of chemical flocculants is controlled.

OPERATION AND MAINTENANCE MANUALS AND OPERATOR TRAINING

The information supplied by the manufacturer on major mechanical equipment (pumps, blowers, etc.) is sufficient for most minor mechanical repairs and maintenance operations. We were not made aware of any general maintenance handbook and schedule. These should be prepared in the event that if the present operator was off the job for an extended period of time, his replacement could follow an established "cookbook" type procedure.

The major deficiency in operation and maintenance is the lack of a clear understanding of what individual treatment units are expected to produce, the limited number of process controls and evaluation procedures for the operator to follow, and the need to train standby or substitute personnel. The operator is unable to analyze the functioning of the system to determine when a particular unit is not operating efficiently, and to initiate remedial action. The fault for this lies not in the operator, but the manner in which his role was

established. While the plant is highly automated, and the Highway Division was under the impression that operator responsibility was minimal, he must have a clear understanding of each unit's operational expectancies and be able to analyze and correct problems as they develop. Given the existing discharge requirements, any extended malfunction of a single unit may put the plant in violation.

The present operator had only a minimal amount of training (approximately 2 days originally) before he was given complete responsibility for the plant. This was due to unforeseeable circumstances and not the fault of the manufacturer or the Highway Division. He had neither the background nor the on-the-job training necessary to evaluate the process train in a plant as sophisticated as Manzanita. The factory expertise necessary to train him or oversee operations was not available within a practical distance, and consequently, when problems started to occur the operator either did not recognize them or was unable to take corrective action.

A standard battery of rapid inplant tests were laid out for the operator to follow (settleability, chlorine residual, etc.), but he was not trained in the procedures necessary to evaluate the tests and institute changes. While the plant is a manufactured item and subject to patent restrictions and warranties, the purchaser, nonetheless, needs to fully understand its operation because the discharge permit and effluent responsibilities are charged to him.

SECTION V - RECOMMENDED IMPROVEMENTS

GENERAL

Improvements to the Manzanita facilities should include both operational changes and repairs as well as certain additions and modifications to the overall treatment system. The effluent requirements imposed by the State Department of Environmental Quality, require that the plant be operated and maintained at an exceedingly high degree of efficiency in order to produce an effluent of the quality required. These requirements were impsed in order to insure that the recycled effluent would not present any health problems. The DEQ has indicated that if the recycling of treated effluent were discontinued and all the final water were disposed of by spray irrigation, the requirement could be relaxed, The manufacturer of the system has stated that contrary to the Highway Division's original understanding on the amount of effluent that could be recycled, only one-third of the total volume of processed waste-water could be reused. Because of the availability of well water and the existing storage capacity at the rest area, we would recommend that the recycle be eliminated altogether and that all treated waste be disposed of by irrigation. The DEQ indicated that if the recycle were discontinued, the BOD and suspended solids discharge requirement would be reevaluated and a new permit issued. They estimated that a new permit, based on total irrigation, would require a final BOD and suspended solid concentration between 20-30 mg/l as opposed to the existing 5 mg/l. A system utilizing total effluent irrigation disposal would require certain additions and modifications. The DEQ has estimated that because of rainfall pattern and the probability of

surface runoff, spray irrigation would only be permitted during the summer and early fall (April through October). While the actual irrigation season would need to be verified through further study, provision would have to be made for holding treated effluent during non-irrigation periods. It would also be necessary to expand the existing irrigation system, since it was designed to handle only 5,000 gpd. as indicated by the DEQ's original permit. Because the existing plant is oversized for the flow presently experienced, it's possible to stage any expansions and economize on capital expenditures. Initially, a small final holding pond could be constructed and additional cells added when needed. Since the winter use at the rest area is limited, we would not anticipate that a great deal of storage capacity would be necessary. It is also probable that with limited expansion of the sprinkler system that the irrigation season could be increased without a significant runoff problem. Confirmation of this would require detailed soils investigation beyond the scope of this report. Depending upon the location of an effluent holding pond, a transfer or secondary irrigation pump would be required.

Because of the problems experienced in the past and the general difficulties which we would anticipate in meeting the existing DEQ requirements with the present equipment and mode of operation, we feel that implementation of the preceding recommendations are the most effective solution to the current problem. They should enable the Manzanita facility to provide adequate wastewater treatment and satisfy the DEQ's effluent requirements. While it

may be possible by flushing, reprogramming and restarting to successfully operate the treatment unit under the previous condition for some time, it does not appear that it can be maintained on a continuing basis. To enable the unit to perform in a reliable manner under the historic operating condition, would require the constant involvement of the manufacturer, or an operator highly trained in chemical/physical plant operations. Since neither of these are practical or desirable, the aforementioned change in operating procedure will provide a satisfactory alternative.

Along with these changes and additions in the treatment process, a number of other operational and mechanical modifications are recommended. Considering the previous discussion under the evaluation section of this report, the following items should be considered in improving operations:

- Repair and maintain influent pump(s)
- Adjust wet well sensors to provide an efficient primary pumping sequence
- Provide aeration in wet well
- Inspect all units for corrosion
- Establish correct plymer type and dosage
- Replace or repair polymer pump
- Delete or reduce the addition of sulfuric acid

SECTION V - RECOMMENDED IMPROVEMENTS

- Install sludge sampling valves on all primary and secondary sedimentation units and reprogram sludge removal schedule
- Increase sand filter backwash time
- Establish carbon rejuvenation schedule
- Provide additional chlorination
- Increase sludge incineration rate and establish schedule based on loading
- Develop a detailed O & M manual and training program
- Secure and train a backup and weekend operator
- Correct all inflow/infiltration problems

In addition, we would suggest the following be investigated in more detail. We did not or could not provide this followup because it was beyond the financial limitation of our contract, or it would impinge and possibly negate the warranty provision of the Highway Division contract.

- Possibility of utilizing dual media filters to improve performance and filter runs
- Investigate the potential of securing a carbon manufacturer to service carbon columns
- Change the flow configuration of the carbon column to provide a fluidized bed approach

IRRIGATION EXPANSION AND HOLDING POND

In determining the necessary expansion for the existing irrigation system and

the addition of active storage capacity to contain effluent that cannot be directly irrigated, it is important to remember that the capacity of the treatment plant presently far exceeds the existing flows. By staging any additional construction until such time as it is necessary, capital funds can be saved and maintenance problems avoided. It is difficult to estimate the actual amount of effluent that may be generated due to the metering problems already discussed.

From the existing information (Figure 3), it would tentatively appear that the winter flow (October - March) presently averages between 3,000-4,000 gpd. Assuming that the pattern of use remains the same, and inflow/infiltration problems are corrected, approximately 84,500 cubic feet of storage would be needed to provide for complete containment of the effluent generated within the six-month period. It is unlikely that this amount of initial storage will be required, since extended dry periods do occur in the Grants Pass area during these six months which would permit irrigation and disposal. For preliminary cost estimating purposes we have neglected for rainfall storage and exfiltration and estimated that a storage pond approximately 175' x 175' x 4' with a three-to-one side slope should provide the necessary storage capacity. Using existing flow records (subject to further study), peak summer discharge was approximately 13,000 gpd. If the existing irrigation field (approximately 2.5) is capable of disposing 5,000 gpd (as indicated by the DEQ), then the estimated peak summer flow of 13,000 gpd could be disposed of by doubling the present area. The present potential application rate established by DEQ is only 2,000 gpd/acre which is much lower than would be

expected for the Grants Pass area. Before any further expansions are contemplated, a detailed soil study should be undertaken to document what an acceptable application rate would be and how much additional area is needed. A secondary irrigation or transfer pump would need to be installed to either irrigate from the holding pond or pump back to the final tank for irrigation pumping. The type of pump and its requirements would depend on the location of the pond.

MODIFICATION TO INFLUENT PUMPS AND PUMPING SEQUENCE

Both influent pumps should be pulled and any evidence of corrosion corrected. All exposed surfaces should be sandblasted to white metal and recoated with a corrosion resistant finish. Any damage to seals or the impeller should be corrected and the pumps tested under field conditions.

The operating sequence of the pumps can be adjusted by placement of the sensor float. We feel that arranging the operating sequence to pump lower volumes of wastewater more frequently, would achieve a smoother and more consistent operation. The plant could be manually started each morning and set to operate for whatever length of time (8, 10, or 12 hours) the use pattern requires. The system could be programmed to turn off automatically at the end of each day's operation. The wet well sump should be supplied with an air line from the existing compressor to provide some mixing and aeration during the evening down time. The high level alarm should be set to provide

a telephone warning (an existing provision in the present alarm system) in the event of an unexpected increase in flow. The 25,000 gallon capacity of the wet well will provide a sufficient safety margin for waste storage in the event of a mechanical failure and maintenance down time.

The existing duplex alternator has several problems in its switching arrangement operating reliability. Since the unit can be started manually when the operator arrives each morning, a more efficient arrangement would be to utilize separate pump starters to each unit. The operator would use pump A one day as the low level prime pumping unit and alternate to B the next morning. This would entail a simple rewiring and the addition of a pump selector switch.

If the system were, as we recommend, converted to total spray irrigation effluent disposal, no additional influent metering would be necessary. Chemical addition is set only by the influent pump running time and the irrigation pump meters would supply an accurate measurement of wastewater processed.

MODIFICATION TO PRIMARY AND SECONDARY UNIT PROCESSES

The polymer pump should be either repaired or replaced, and the correct polymer type and dosage should be established. Various polymer manufacturers can jar-test the effectiveness of their products under the given conditions and recommend the type and optimal dosage which would provide the highest degree of effectiveness. Since polymer mixing is provided by an air role and not

by a more efficient rapid mix, in situ testing should be conducted to determine which of the suggested chemicals would be most effective in actual use. These tests should be conducted only after a final operating procedure is established, and the plant purged of the recycled chemically saturated material which we encountered when we unsuccessfully attempted to determine this type of information. We would also suggest that polymer addition to the prefilter secondary effluent be investigated to determine its effectiveness in increasing filter bed penetration and filter effluent quality as well as reducing the frequency of backwashing.

For reasons detailed in the evaluation section, we would recommend discontinuing the addition of sulfuric acid. From our investigation we find it to be of no significant value in reducing the concentration of virus or in improving the formation of an alum floc.

In order to determine the correct withdrawal rates of sludge from the various settling units in the primary and secondary sections, we would recommend that sampling valves or sight glasses be installed. This would allow the operator to determine if adequate sludge was being removed and the build up of material that can readily wash through the system be avoided. At present, there is no way to easily determine what the amount of sludge build up is, or the thickness of the sludge blanket within an individual unit. A simple sample tap would allow the operator to see if sufficient sludge was being removed during the automatic sequence or if additional should be drawn off manually.

SECTION V - RECOMMENDED IMPROVEMENTS

As discussed, surface coating failure was discovered in the final holding tank and repaired. To protect against the possibility of other areas of corrosion that may in time create additional problems, each process unit should be checked periodically to insure the integrity of the coating and condition of the unit surfaces.

MODIFICATION TO THE TERTIARY PROCESS UNITS

Without extensive and costly additions very little can be done to improve the operation of the tertiary process units. The sand filter backwash time should be increased to allow more thorough cleaning of the bed. The possible addition of a prefilter polymer was discussed earlier and would have to be investigated further to determine if it would be effective in prolonging filter runs. The optimal length of filter backwash runs can be determined by observing the condition of the backwash water in the existing sight glass. Once the plant is in a discharge only operational mode and the preliminary treatment units stabilize, the filter operation can be established and a determination made to figure what backwash time should be programmed in the system. It is important to provide complete fluidization and cleaning of filter bed, but excess backwash water should be avoided since it must be reprocessed through the primary treatment units.

A prescribed carbon rejuvenation schedule should be established by the manufacturer. Once the recycle operation is discontinued, and barring discharge of any unusual wastes from the trailer dump station, the characteristic BOD

(COD) of the wastewater will allow an approximate determination to be made of the carbon utilization rate, and when rejuvenation or replacement will be required. The operator should then be given the necessary information to take a carbon sample and have the appropriate tests run to ascertain the condition of the carbon and if it is necessary to reactivate. The manufacturer should develop a standard procedure, through which the plant operator can develop and analyze the information necessary to determine the condition of the carbon. An alternative to this would be for the Highway Division to contract with one of the carbon manufacturers to either provide the necessary control and laboratory service or undertake total management of the carbon. Since the role of the carbon filters will be much less critical in successfully meeting discharge requirements once recycling is discontinued and the permit is relaxed, the cost of a total management program may be competitive with the existing "rejuvenation" process. By maintaining the necessary backwashing schedule and insuring proper operation of the preceding units, it may be possible to use the same carbon for up to a year or more and still meet the DEQ permit stipulation.

MODIFICATIONS IN SLUDGE DISPOSAL SCHEDULE AND EFFLUENT CHLORINATION

Sludge cannot be allowed to build up in the sludge holding and dewatering tank and supernate back to the wet well. The operator should begin immediately to burn sludge on a daily basis until he determines the amount that can be stored and the frequency at which incineration is necessary. Ideally, sludge

should be allowed to accumulate until enough is built up to make it economical to fire the incinerator, but if held too long, the material will begin to decompose, rise to the surface and wash out. Because the Manzanita facility has been plagued with operation problems almost from the beginning, sludge should be burned on a daily basis until the facility stabilizes. With the discontinuation of the recycle procedure and establishment of the proper chemical dosage, the operator should be able to determine from the amount of wastewater processed what build up in sludge should be expected and when he needs to dispose of this material. During the winter it may be possible to go several days without having to incinerate, but during the summer sludge burning may need to be carried out as a daily routine.

The addition of chlorine solution to the tower holding tank should be resumed in order to prevent the build up of biological material on the filter media. The existing system is, as described earlier, equipped to provide chlorine solution directly to the tower holding tank. In addition, the Highway Division should proceed immediately to expand the existing chlorination facilities in order to insure that at least two chlorine tanks are attached in a series to the existing chlorine delivery system. The existing chlorine scale has a double platform with the ability to utilize two independent cylinders. A second cylinder, along with its own flow meter, could easily be incorporated into the present system. This extra active chlorine storage would help to prevent the recurrence of the previously described situation where the single tank was depleted, but a scale and flow meter malfunction indicated chlorine gas was available.

SECTION V - RECOMMENDED IMPROVEMENTS

MODIFICATION TO IMPROVE THE USABILITY OF THE OPERATIONS AND MAINTENANCE MANUAL AND OPERATOR TRAINING

At present, the operator has very little actual control over the treatment process and has only limited means at his disposal to determine if the individual units are operating correctly. The information supplied with the facility (that we were made aware of) consisted of the shop and maintenance brochures for the mechanical equipment (pump, mixers, etc.) was used in the plant and some general maintenance instructions. These included the operating sequence and timing of the automatic procedures, instructions on the manual operation of those units where operator control may be necessary, directions on the preparation of chemicals, and daily maintenance and trouble-shooting procedures. Trouble-shooting directions are primarily limited to mechanical and instrumentation problems, and do not prescribe the necessary corrective action for process units that are failing to provide adequate treatment. No standards of performance or potential laboratory and/or field test information was provided to determine the effectiveness of most units. The operator was instructed on how to determine such things as chlorine residual and settleability (Imhoff), but he has almost no control over individual units or access to the information necessary for undertaking corrective action. Consequently, the Highway Division must rely almost exclusively on the manufacturer to provide any alteration or modifications to the plant in the event of a malfunction. In the past, this has not proven to be effective. The manufacturer has only a sales representative in the area, and previous

problems have been allowed to continue uncorrected for 6-8 months at a time. Since it is unrealistic to have the Highway Division placed in the position requiring constant input and assistance from the manufacturer on operational problems, a detailed and prescriptive O & M manual should be prepared that will facilitate not only the complete operation of the system but serve as a training aid for new operators. This manual should explain in detail such items as:

1. Design and operation criteria
2. The necessary performance standards of individual units should be established in order that problems can be traced to the source
3. The necessary criteria and instruction for the operator to sample and test (or have tests run) individual units to determine performance
4. Instructions on what corrective action should be taken in the event of a unit's malfunction
5. A seasonal operations procedure to compensate for summer/winter changes in expected flow

If for some reason (copyrights, trade secretes, etc.) the manufacturer cannot provide information in the necessary detail or scope, the Highway Division will have to enter into a continuing maintenance agreement with Chem Pure, or develop such information themselves in order to insure the plant's required operation. At present, it would be assumed from the contract between the

parties involved that once the Highway Division accepts the plant as operating properly for one year, the manufacturer's obligations are complete.

The present sampling, testing and reporting procedure is designed to meet the state's regulatory requirements, but is of little use in maintaining or operating the facility. Test results are made available on a monthly basis at the beginning of the following month. Any benefit the operator derives from this process is minimal. He needs to have immediate firsthand information on what the system is producing and when problems arise. If a secondary effluent high in BOD and suspended solids is processed through the carbon filter for an extended period of time, this will limit the useful life of the carbon and present further problems without the operator having any definitive knowledge or warning of the pending situation. If he had the results of those tests (COD, SS, etc.), that can be performed rapidly, immediately available for various units in the process flow, he could identify a malfunctioning unit and take corrective action. We would recommend that once the recycling of effluent is discontinued and discharge standards are reevaluated by the DEQ, that the manufacturer provide the necessary instructions for the operator to take instream samples at critical points and establish various test procedures and acceptable levels of performance. The Highway Division should then secure the necessary laboratory services and reporting format so that their operator has the information he requires in a timely manner. The operator should then by utilizing the information supplied by

the manufacturer, be able to properly maintain the facility and meet discharge requirements.

In addition to developing a usuable O & M manual and establishing a testing and report procedure that will allow the operator more control over the treatment process, another operator should be trained an an on-the-job training curriculum developed. A back-up operator should be available for weekends, vacation and illness, and also to provide an immediate replacement in the event the head operator would leave his position. At present, no qualified replacement is available. Weekends and emergency leaves have been covered by other rest area or Highway personnel without the necessary training. A training procedure that would allow an experienced or novice operator to develop the background necessary to successfully maintain the facility should be established. This should be a formalized on-the-job educational and training process, and be made available immediately. We would assume that this should be the responsibility of the manufacturer, and that such information would be standard for plants of this type installed under similar circumstances.

SECTION VI - ESTIMATED COST OF RECOMMENDED MAJOR WASTEWATER TREATMENT AND DISPOSAL SYSTEM MODIFICATIONS AND IMPROVEMENTS

Expansion of irrigation system and construction of a holding pond for the immediate expected flows:

*Holding Pond (150'x150'x5') excavated, compacted and sealed	$15,000
*Irrigation system expansion (approximately 60 acres) site work, sprinkler system, booster pump**, and fencing	16,500
	$31,500***

Corrosion protection and repairs to influent pumps (majority of the work performed by the OHD personnel)	200
Additional chlorination facilities and sampling valves	250

In addition, would be any costs involved in modifying the O & M manual not covered by the manufacturer, additional laboratory cost and the expense of training a back-up operator.

*Excluding land and minor labor

**Recycle pumps may be salvagable for this purpose

***These costs would vary depending upon actual storage requirements and the amount of work performed by OHD personnel.

APPENDIX A

EPA FORM 7500-5

ENVIRONMENTAL PROTECTION AGENCY **REPORT ON OPERATION AND MAINTENANCE OF WASTEWATER TREATMENT PLANT**	DATE OF INSPECTION August 20-23, 1975 October 9-11, 1975	*Form Approved* *OMB No. 158-R0035*

A. GENERAL INFORMATION

1. PLANT

(a.) NAME	(b.) OWNER	(c.) LOCATION
Manzanita Rest Area Wastewater T.P.	Oregon State Highway Division	Interstate 5, Five miles N. of Grants Pass, Ore.

2. TYPE OF PLANT	3. PROJECT NO.	4. AVG. DESIGN FLOW (mgd)	5. DESIGN POPULATION EQUIVALENT
Physical-Chemical	N.A.	0.050	500

6. COLLECTION SYSTEM						7. DATE PRESENT PLANT BEGAN OPERATING	8. STATE PERMIT NO.
	COMBINED	X	SEPARATE		BOTH	August, 1974	1409

9. IN THE SPACE PROVIDED BELOW, FURNISH A SIMPLIFIED FLOW DIAGRAM OR A WRITTEN DESCRIPTION OF THE PLANT UNITS IN FLOW SEQUENCE.

See attached flow diagram.

10. IDENTIFY RECEIVING WATERS **Effluent from treatment facility is recycled to rest area for non-potable/reuse. Effluent not utilized for recycle water is disposed of by spray irrigation on acres of forest property.**

11. IDENTIFY PERTINENT STREAM STANDARDS AND OR USES OF THE RECEIVING WATERS
Effluent is recycled to rest area for flushing of trailer sanitary wastes and rest room fixtures.

12. GIVE THE EFFLUENT STANDARDS AND/OR REQUIREMENTS FOR STATE OPERATING PERMIT
BOD, 5.0 mg/l-Suspended solids 5.0 mg/l-Fecal Coliform 200/100 ml.-PH 6.0-9.0

B. CURRENT PLANT LOADING

1. ANNUAL AVG DAILY FLOW RATE (mgd)	2. PEAK FLOW RATE (mgd)		3. POPULATION SERVED
	DRY WEATHER	WET WEATHER	
Sufficient data unavailable estimated 0.005+mgd	Not available	Not available	Varies with season and highway traffic.

4. ANNUAL AVG BOD_5 OF RAW SEWAGE (mg/l)	5. ANNUAL AVG SUSPENDED SOLID OF RAW SEWAGE (mg/l)
11 month period, Sept. '74-July, '75 122 mg/l	11 month period, Sept., '74-July, '75 196 mg/l
6. PRINCIPAL TYPES OF INDUSTRIAL WASTE DISCHARGED TO MUNICIPAL SYSTEM None	7. POPULATION EQUIVALENT (BOD) OF INDUSTRIAL WASTES Not applicable
8. POPULATION EQUIVALENT (SS) OF INDUSTRIAL WASTES Not applicable	9. VOLUME OF INDUSTRIAL WASTES (mgd) Not applicable

10. INFILTRATION PROBLEMS **Sufficient data was not available to determine if any infiltration/inflow problems exist. The state, however, did correct one source (open pipe) in the past year.**

Form Approved
OMB No. 158-R0035

C. PLANT PERFORMANCE

1. LABORATORY ANALYSIS (Total Plant)

(a) REPORTING PERIOD

FROM (Month, year): September, 1974 — TO (Month, year): July, 1975

	MONTHLY ITEMS (b)	ACTUAL PLANT PERFORMANCE DATA (c)	PLANT DESIGN DATA (d)	NPDES PERMIT REQUIREMENTS (e)	PLANT ACHIEVES DESIGN EFFICIENCY (f) YES	PLANT ACHIEVES DESIGN EFFICIENCY (f) NO	PLANT COMPLIES WITH PERMIT REQUIREMENTS (g) YES	PLANT COMPLIES WITH PERMIT REQUIREMENTS (g) NO
(1)	FLOW (mgd) (monthly average)	0.005*	0.050	0.045			X	
(2)	PEAK FLOW (mgd) (maximum day)	Data not available	0.125					
(3)	SETTLEABLE SOLIDS (monthly average) INFLUENT (ml/l)	3.4						
	EFFLUENT (ml/l)	> 0.1						
	% REMOVAL	97						
(4)	SUSPENDED SOLIDS (monthly average) INFLUENT (mg/l)	196.0						
	EFFLUENT (mg/l)	20.1		5.0				X
	% REMOVAL	89.7						
(5)	BOD_5 (monthly average) INFLUENT (mg/l)	122.0						
	EFFLUENT (mg/l)	19.7		5.0				X
	% REMOVAL	83.8						
(6)	DISSOLVED OXYGEN (monthly average) EFFLUENT (mg/l)			2.0 after 60 min.				
(7)	CHLORINE RESIDUAL (monthly average) EFFLUENT (mg/l)	** 1.16						
(8)	COLIFORM (per 100 ml) (monthly average) TOTAL			200				X
	FECAL	> 10,000						
(9)	pH RANGE EFFLUENT MINIMUM	2.9		6.0				X
	MAXIMUM	9.0		9.0			X	
(10)	TOTAL PHOSPHORUS (as P) (monthly average) INFLUENT (mg/l)							
	EFFLUENT (mg/l)							
	% REMOVAL							
(11)	TOTAL NITROGEN (as N) (monthly average) INFLUENT (mg/l)							
	EFFLUENT (mg/l)							
	% REMOVAL							

2. PLANT RECORDS

ARE MONTHLY OPERATING RECORDS FILED WITH STATE AGENCY? [X] YES [ ] NO

* Estimated from pump operating hours ** insufficient information

3. DOES PLANT HAVE ALTERNATE ELECTRIC POWER SOURCE?
☐ DUAL FEED ☐ GENERATOR ☒ NONE

4. ADEQUATE ALARM SYSTEM FOR POWER OR EQUIPMENT FAILURES? ☐ YES ☒ NO

5. EQUIPMENT PROGRAM *	ADEQUATE	INADEQUATE
(a.) ROUTINE MAINTENANCE SCHEDULES		X
(b.) RECORDS OF MAINTENANCE, REPAIRS & REPLCMT		X
(c.) SPARE PARTS INVENTORY		X

6. IS PLANT EFFLUENT BEING CHLORINATED? ☒ YES ☐ NO

7. DOES SEWAGE BY-PASS PLANT IN WET WEATHER? ☐ YES ☒ NO

8. DOES SEWAGE BY-PASS PLANT IN DRY WEATHER? ☐ YES ☒ NO

9. AGENCIES NOTIFIED OF EACH BYPASS
Not applicable

10. BYPASS FREQUENCY (Monthly)
N/A

11. AVG DURATION OF BYPASS (Hrs)
N/A

12. REASON FOR BYPASSING
N/A

13. CAN BYPASS SEWAGE BE CHLORINATED? N/A ☐ YES ☐ NO

14. DO SEWER OVERFLOWS OCCUR UPSTREAM OF PLANT? ☐ YES ☒ NO

15. ANY ODOR COMPLAINTS BEYOND PLANT PROPERTY? (If yes, explain)
Several complaints have been made regarding color and odor of flush water in rest room waste fixtures.

16. OBSERVED APPEARANCE OF EFFLUENT, RECEIVING STREAM OR DRAINAGE WAY
Effluent appeared significantly turbid with considerable amounts of colloidal solids.

17. IS A CONSULTING ENGINEER RETAINED OR AVAILABLE FOR CONSULTATION ON OPERATING AND MAINTENANCE PROBLEMS?
☐ YES ☒ NO (If yes, check one of the following) ☐ CONTINUING BASES ☐ REQUEST BASES

18. DO OPERATORS AND OTHER PERSONNEL ROUTINELY ATTEND SHORT COURSES, SCHOOL OR OTHER TRAINING? ☐ YES ☒ NO

(a.) If yes, cite course sponsor, and date of last course.
Operator has received two days of training on operation by plant manufacturer.

(b.) If no, are there any courses available in this area?
None

(c.) Is there an established procedure for training new operators?
None. Apparently operator training occured only during plant construction.

19. IS LAB TESTING ADEQUATE FOR THE CONTROL REQUIRED FOR THIS SIZE AND TYPE OF PLANT AND USES OF RECEIVING WATERS?
☐ YES ☒ NO (If No, explain)
Lab tests currently performed are related to discharge requirements. Testing for inplant control is not performed.

20. EXPLAIN MAIN DIFFICULTY EXPERIENCED WITH INDUSTRIAL WASTES
Not applicable

21. PERMANENT RECORD FILE

(a.) PLANT OPERATION AND MAINTENANCE MANUAL? ☒ YES ☐ NO (b.) AS BUILT PLANS AND SPECIFICATIONS? ☐ YES ☒ NO
(c.) MANUFACTURERS OPERATION & MAINTENANCE SPECIFICATIONS? ☒ YES ☐ NO (d.) FLOW CHARTS? ☐ YES ☒ NO

22. ESTIMATED WEEKLY MAN-HOURS FOR LAB WORK INCLUDING MAINTENANCE OF RECORDS AND PREPARATION OF REPORTS
8-hour week (not including Grant's Pass Lab work)

23. ANNUAL BUDGET FOR MAINTAINING AND OPERATING PLANT

SALARIES & WAGES	ELECTRICITY	CHEMICALS	MAINTENANCE	STAFFING & TRAINING	OTHER	TOTAL
$13,526	$1,709	$1,121	$390.	0	$4,320 (Lab)	$20,676.

24. STABILIZATION PONDS

(a.) WEEDS CUT AND VEGETATION GROWTH IN PONDS REMOVED? ☐ YES ☐ NO Not applicable

(b.) BANKS AND DIKES MAINTAINED? (Erosion, etc.) ☐ YES ☐ NO Not applicable

(c.) ANY REPORTS OF GROUND WATER CONTAMINATION FROM POND? (If yes, give details) ☐ YES ☐ NO
Not applicable

(d.) SEEPAGE REPORTED? N/A ☐ YES ☐ NO

(e.) ADEQUATE DEPTH CONTROL? ☐ YES ☐ NO N/A

(f.) EFFLUENT RELEASE IS ☐ CONTINUOUS ☒ INTERMITTENT ☐ SEASONAL

*No regular program has been possible up to this time.

* GPO: 1972—722-094

D. LABORATORY CONTROL

CODING INSTRUCTION

Enter test codes opposite appropriate items. If any of the below tests are used to monitor industrial wastes, place an "X" in addition to the test code.

1 - 7 or more per week
2 - 4, 5 or 6 per week
3 - 1, 2 or 3 per week
4 - as required
5 - 2 or 3 per month
6 - 1 per month
7 - Quarterly
8 - Semi-Annually
9 - Annually

ITEM (a.)	RAW (b.)	PRIMARY EFFLUENT (c.)	MIXED LIQUOR (d.)	FINAL (e.)	(f.) SLUDGE RAW	(f.) SLUDGE SUPERNATANT	DIGESTER (g.)	RECEIVING STREAM (h.)
1. BOD	3			3				
2. SUSPENDED SOLIDS	3			3				
3. SETTLEABLE SOLIDS	3			3				
4. SUSPENDED VOLATILE								
5. DISSOLVED OXYGEN								
6. TOTAL SOLIDS	3			3				
7. VOLATILE SOLIDS								
8. pH	1			1				
9. TEMPERATURE								
10. COLIFORM DENSITY Fecal				3				
11. RESIDUAL CHLORINE				2				
12. VOLATILE ACIDS								
13. M B STABILITY								
14. ALKALINITY								
15. COD	3			3				
16. Turbidity				2				
17.								
18.								
19.								

COMMENTS

All tests are performed in the City of Grants Pass Water Restoration Plant Laboratory.

E. PLANT PERSONNEL INVENTORY

PERSONNEL CLASSIFICATION (a.)	EMPLOYMENT (b.) ACTUAL MAN-HOURS PER WEEK	EMPLOYMENT (b.) ACTUAL NUMBER	EMPLOYMENT (b.) NUMBER BUDGETED	EMPLOYMENT (b.) NO. RECOMMENDED	(c.) CERTIFICATION NO. RECOMMENDED OR REQUIRED BY STATE	(c.) CERTIFICATION ACTUAL NO. CERTIFIED	TRAINING REQUIRED NEXT 12 MONTHS (d.) NEW HIRES	TRAINING REQUIRED NEXT 12 MONTHS (d.) UPGRADE (Promotion or skill improvement
1. MANAGEMENT/SUPERVISOR								
2. OPERATOR	40	1	1	2*				
3. LABORATORY								
4. MAINTENANCE								
5. OTHER PLANT WORKERS								
6. OTHER OFFICE/CLERICAL								
7. TOTAL								

(c.) CERTIFICATION — VOLUNTARY: X; MANDATORY:

* one full time and one part time

* GPO: 1972-722-003

F. GUIDE - VISUAL OBSERVATION - UNIT PROCESS

RATING CODES: S = Satisfactory; U = Unsatisfactory; M = Marginal; IN = In Operation; OUT = Out of Operation

	CONDITION OR APPEARANCE	RATING	COMMENTS
GENERAL	GROUNDS	S	
	BUILDINGS	S	Plant housed in prefabricated building
	POTABLE WATER SUPPLY PROT	S	
	SAFETY FEATURES	U	Chemical handling, ladder guards, ventilation
	BYPASSES		None
	STORM WATER OVERFLOWS		None
PRELIMINARY	MAINTENANCE OF COLLECTION SYSTEMS	S	Performed by State maintenance department
	PUMP STATION	M	No corrosion protection on pumps
	VENTILATION	U	No ventilation in influent wetwell
	BAR SCREEN	S	
	DISPOSAL OF SCREENINGS	S	
	COMMINUTOR	S	
	GRIT CHAMBER	M	Retention time questionable
	DISPOSAL OF GRIT	S	
	Raw Influent Pumps	O	One pump out of service, no stand-by
			Pump has been out of service since start-up
PRIMARY	SETTLING TANKS	M	Retention time questionable
	SCUM REMOVAL	M	No access to skimmer tank-efficiency questionable
	SLUDGE REMOVAL	M	Poor flocculation of solids
	EFFLUENT	U	No sedimentation with current polymer used
	Polymer & Alum	U	Does not precipitate solids-no jar tests conducted
	addition		on wastes to be treated
SLUDGE DISPOSAL	DIGESTERS Sludge holding	M	Solids separation appears inadequate due to
	TEMPERATURE AND pH		inadequate treatment.
	GAS PRODUCTION		
	HEATING EQUIPMENT		
	SLUDGE PUMPS	M	One pump, no stand-by
	DRYING BEDS		
	VACUUM FILTER		
	INCINERATION	S	
	DISPOSAL OF SLUDGE	S	Sludge ash disposed of by landfilling.
OTHER	FLOW METER AND RECORDER	U	No monitoring of influent and inplant flows.
	RECORDS	M	No inplant data for process control.
	LAB CONTROLS	M	No process control tests.
	Maintenance Schedules	U	No preventive maintenance program.
			Essentially conducted on as needed basis.
SECONDARY-TERTIARY (List items as required)	Pressure Sand Filters	U	Poor filtration due to inadequate treatment and
			process controls.
	Carbon Filters	U	Poor filtration due to inadequate treatment and
			process controls.
	Stripping Tower	M	Possible biological build-up on baffling due to
			inadequate treatment
	Acid and Caustic Addition	S	Auto feed systems for preset concentrations
CHLORINE	EFFLUENT	U	Turbid, substantial amount of colloidal solids
	CHLORINATORS	M	One provided, nonstand-by, calibration questionable.
	EFFECTIVE DOSAGE	M	No demand testing-dosage based on trial and error.
	CONTACT TIME	S	
	CONTACT TANK	M	Mixing questionable-no baffling provided.

* GPO: 1972—772-092

Form Approved
OMB No. 158-R0035

G. NOTATIONS BY EVALUATOR

1. OPERATION AND MAINTENANCE PROBLEMS/DEFICIENCIES

CHECK EACH OF THE FOLLOWING ITEMS IN TERMS OF THEIR ESTIMATED ADVERSE AFFECT ON THE PERFORMANCE OF THE PLANT.

ITEM	MAJOR	MINOR	NONE
STAFF COMPLEMENT		X	
PERSONNEL TRAINING	X		
OPERATING BUDGET			X
LABORATORY CONTROL	X		
INSTRUMENTATION	X		
INDUSTRIAL WASTE			X
PLANT OBSOLESENCE		X	
EQUIPMENT FAILURE:			
TREATMENT PROCESSES		X	
SLUDGE HANDLING AND PROCESSING		X	
EQUIPMENT MAINTENANCE	X		
SPARE PARTS INVENTORY	X		
POWER FAILURE		X	

ITEM	MAJOR	MINOR	NONE
OVERLOADS (type)			
HYDRAULIC			
PERIODIC	X		
CONTINUOUS			
ORGANIC			
PERIODIC	X		
CONTINUOUS			
OVERLOAD CAUSE(S):			
INFILTRATION			
COMBINED SEWERS			
INDUSTRIAL GROWTH			
RAPID POPULATION GROWTH			
INCREASED SERVICE AREA			
OTHER: Septicity	X		
OTHER: Influent Pumping	X		

2. DESCRIBE BRIEFLY THE MAJOR PROBLEMS INDICATED ABOVE *(include follow-up actions needed see instructions)*

See Attached Sheets

3. PURPOSE OF INSPECTION

☐ GRANT COMPLIANCE ☐ FOLLOW-UP
☐ PERMIT COMPLIANCE ☒ OTHER:

4. GENERAL RATING

ACCEPTABLE	
CONDITIONAL ACCEPTANCE	
UNACCEPTABLE	X *

EVALUATION PERFORMED BY	TITLE	ORGANIZATION	DATE
Ed Cryer	Engineer	James M. Montgomery Eng, Inc.	8/20-23/75
Dennis C. W. DeCoite	Operations Consultant	James M. Montgomery Eng., Inc.	8/20-23/75
INFORMATION FURNISHED BY	**TITLE**	**ORGANIZATION**	**DATE**
Keith L. Martin	Resident Engineer	Oregon State Highway Division	10/10-13/75 8/20-23/75
Al Jacobson	Plant Operator	Oregon State Highway Division	10/10-13/75 8/20-23/75

*In terms of permit performance

Chem Pure Treatment Plant
Manzanita Rest Area, Oregon

Sheet 6, EPA Form 7500-5
Item 2

Staff Complement:

Currently, the Highway Division has one trained operator, no other available personnel are adequately trained to operate facilities in event of illness or vacation. Recommend two fully qualified operators to be available. One full time, and one part time.

Personnel Training:

Current operator has had limited training relative to plant process control operation. He is aware of mechanical functions throughout facilities and generally performs maintenance on as-needed basis. Recommend more formal training relative to process control measures for operating personnel. There is also a need to develop a process O & M manual with the necessary immediate action steps to follow in the event of a process failure or reduce efficiency.

Laboratory Control:

Current testing is related to influent and effluent quality - with emphasis on meeting discharge requirements. No scheduled inplant process control tests are performed. Treatability data within each unit of the facility is generally unknown. No empirical information is available to make judgments in adjusting chemical feed or sludge removal from the various treatment units. Current operational controls are based on fixed time basis with no supportive data available on how these time frequencies were determined.

It is imperative to develop individual unit process control guidelines in order to allow the operator to evaluate the efficiency of each unit, and to determine when corrective measures should be taken. The manufacturer of the facility should provide sufficient information on operation and maintenance criteria so that the Highway Division will no longer need to rely on their continued input.

Laboratory analysis for permit compliance is conducted by the city of Grants Pass Water Restoration Facility laboratory. Due to buildup of dissolved solids, as a result of water recycling and the high concentration of chemicals, the City lab finds BOD tests extremely difficult to perform, and questions the

validity of their influent BOD evaluation. It is recommended that a study be conducted to determine seasonal waste characteristics so that process control procedures may be determined to produce more efficient operation. This may include punched tapes for each season.

Instrumentation:

The facility was not provided with an influent meter, primary measurements were to be obtained by calculations relating the influent pump rate with an event recorder on each pump. Due to mechanical and electrical problems with the pumps and seals, and the (indiscriminate) adjusting of an influent butterfly valve, this method has not proven to be suitable. Several treatment units periodically supernate (overflow back to the influent well) making overall metering of raw sewage difficult. The operator has not been able to adjust his operation to handle these variations in loading. It is recommended that flow instrumentation be provided for influent flow measurement as well as overflows within the treatment facilities. In addition, sample tapes should also be provided in the various overflow lines.

Industrial Waste:

There are no industrial discharges, but recreational trailer dump stations associated with the rest station will contribute varying amounts and types of material used in stabilizing and holding sanitary wastes. There is also a potential that industrial and commercial septic tank and agricultural pump truck might (on occasion) utilize these facilities rather than paying at local municipal waste treatment plants. Some types of material may cause serious and hazardous problems in the treatment scheme.

Plant Obsolesence:

Several modifications to various tanks were made prior to start-up of the treatment facilities. Prior to these modifications, adequate corrosion protection was provided throughout the plant. Since these modifications, however, it was noted that adequate protection is questionable in some of the tanks.

The influent pumps are not provided with adequate corrosion protection. The life span of these pumps is questionable.

It is recommended that an annual shut down of the facilities be made and tanks drained. A complete inspection of the facilities should be made, and any deficiencies found should be repaired to provide proper corrosion protection.

Equipment Failure:

The treatment facilities were exposed to severe weather conditions prior to being housed in the current building. Difficulties with a number of valves and solenoid controls were initially experienced and repaired.

Sludge Handling and Processing:

The sludge incineration facilities appear to be operating satisfactorily. Minor problems with a control valve and nozzle were experienced and were in the process of being repaired.

Equipment Maintenance:

Currently there is no schedule preventive maintenance programs established for equipment. Equipment maintenance appears to be performed on an "as-needed" basis. Manufacturer's literature on most equipment is available at the plant and kept in a file.

It is recommended that a preventative maintenance program and file be established to provide required equipment maintenance.

Spare Parts Inventory:

No spare parts or inventory is maintained. It is recommended that spare parts such as pump seals, solenoid valves and chlorinator parts be kept on hand to make immediate repairs. A pump breakdown within the treatment facilities would necessitate a complete plant shut down.

Power Failure:

No standby power is provided for the treatment facilities. The influent wet well has a storage capacity of approximately 25,000 gallons and is sufficient to store wastewater during prolonged power outages.

Other: Influent Pumping

The current method of influent pumping is provided by manual or automatic control of the influent pumps. Each pump level is controlled by float control probes located in the influent wet well. Both pumps are operated by one switch and an alternator. Each pump alternates as lead pump after a completed cycle.

One pump has essentially been out of service due to a leaking seal since plant start-up. A malfunctioned pump is not easily detected due to what appears to be a direct connection of the pump elapse time meter to the control switch. If a pump is not operating, although signaled to operate, the time meter will record. This situation causes buildup of wastewater in the wet well until the lag pump is signaled to operate. The pumps will not alternate since the malfunctioned pump does not complete its cycle. In the manual mode of operation, both pumps will operate simultaneously and over-ride the float controls. No wet well level monitoring is provided, therefore the wet well level must be observed visually. It is recommended that each influent pump be provided with independent control switches for hand and auto operation. The float controls for each pump should be adjusted at the same operating levels to pump a minimum amount of wastewater at frequent intervals. Each pump should alternate as lead pump every second cycle and a high level probe should be added to the control circuit to energize the second pump during high flow periods. This method of influent pumping will allow 24-hours operation of the treatment facilities and enable a more consistent concentration of wastes to be treated.

APPENDIX B

WATER POLLUTION CONTROL FACILITIES PERMIT

WATER POLLUTION CONTROL FACILITIES PERMIT

DEPARTMENT OF ENVIRONMENTAL QUALITY
1234 S. W. Morrison Street
Portland, Oregon 97205
Telephone: (503) 229-5696

Issued in accordance with the provisions of

ORS 449.083
Renewal of State Permit #1409

ISSUED TO:

Oregon State Highway Division
Manzanita Rest Area
State Highway Building
Salem, Oregon 97310

PLANT SITE:

On Interstate 5 Freeway five miles north of Grants Pass.

ISSUED BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY

Loren Kramer
Director

JUL 8 1975
Date

REFERENCE INFORMATION

File Number: 64330

Appl. No.: 2027 Received 2-4-75

Major Basin: Rogue

Minor Basin: Louse Creek

Type of Disposal: Non-potable reuse and land disposal

County: Josephine

Until such time as this permit expires or is modified or revoked, Oregon State Highway Division is herewith permitted to:

a. Operate its sewerage system and sewage treatment works.

b. Construct modifications to its sewage treatment works.

c. Use treated wastewater for non-potable reuse and land disposal.

All of the above activities must be carried out in conformance with the requirements, limitations and conditions which follow.

The word "waste," as used in this permit, refers to "sewage" as defined in ORS 449.075 (recodified as 468.700)

1. As soon as practicable, but not later than March 1, 1976, the permittee shall submit a detailed report reviewing the first year of plant operation which shall include at least the following:

   a. Monitoring and testing results for twelve consecutive months.

   b. Power use and Costs (sewage treatment facilities including pump station).

   c. Chemical costs.

   d. Man hours spent and detailed costs of operation and maintenance.

   e. Problems of operation and maintenance, particularly as related to down-time.

   f. Safety aspects.
      1) Chemical handling
      2) Accessibility of units
      3) Man hours lost.

2. The permittee is expected to meet the compliance schedules and interim dates which have been established in Condition 1 of this permit. Either prior to or no later than 14 days following any lapsed compliance date, the permittee shall submit to the Department a notice of compliance or non-compliance with the established schedule. The Director may revise a schedule of compliance if he determines good and valid cause resulting from events over which the permittee has little or no control.

3. Prior to constructing or modifying any waste water control facilities, detailed plans and specifications shall be approved in writing by the Department.

4. Discharge of wastewater to public waters is prohibited.

5. The quantity and quality of effluent for non-potable reuse or/and disposal shall be limited as follows:

   1) The monthly average quantity of influent treated shall not exceed 0.045 million gallons per day (MGD).

   2) The monthly average 5-day 20° C. Biochemical Oxygen Demand (BOD) shall not exceed a concentration of 5 mg/l or 2.0 pounds per day.

   3) The monthly average Suspended Solids shall not exceed a concentration of 5 mg/l or 2.0 pounds per day.

4) The effluent shall receive disinfection sufficient to reduce fecal coliform bacteria to a monthly average of no more than 200 per 100 ml or a weekly average of no more than 400 per 100 ml.

5) The effluent pH shall not be outside the range 6.0 - 9.0.

NOTE: The monthly and weekly averages for BOD and Suspended solids are based on the arithmetic mean of the samples taken. The averages for fecal coliform are based on the geometric mean of the samples taken.

6. The permittee shall monitor the operation and efficiency of all treatment and control facilities and the quantity and quality of the waste discharged. A record of all such data shall be maintained and submitted to the Department of Environmental Quality on prescribed forms at the end of each calendar month. Unless otherwise agreed to by the Department of Environmental Quality, data collected and submitted shall include, but not necessarily be limited to, the following parameters and minimum frequencies:

Parameter	Minimum Frequency
Total Flow	Daily
Irrigation Flow	Daily
Pounds Chlorine used	Daily
Fecal Coliform	Weekly grab sample until 3/1/76, monthly after 3/1/76
pH	Daily grab sample
Turbidity	Daily
Suspended Solids (influent and effluent composite	2 times per week
Total Solids (effluent composite)	Weekly until 9/1/75
COD (effluent composite)	Weekly until 9/1/75
BOD (influent and effluent composite)	2 times per week

7. Construction of sewer extensions and connections thereto is permitted as long as the added waste load will not cause any of the limitations of this permit to be exceeded and provided that plans and specifications are submitted to and approved by the Department of Environmental Quality prior to construction, as required by ORS 449.395 (recodified as 454.415).

8. Within 90 days after issuance of this permit, the permittee shall submit for review and approval a detailed program for sludge handling and disposal. It shall contain at least the following information:

a. Description of current sludge handling and disposal practices including, but not limited to: (1) volume and frequency, (2) method and location and (3) contractual arrangements or leases, if any.

b. Evaluation of sludge handling practices, including, but not limited to: (1) problems experienced, (2) problems anticipated, (3) projected life of current program and (4) potential hazards involved.

c. Proposed sludge handling procedures for the next 5-year period and 10-year period.

9. The permittee shall provide an adequate operating staff which is duly qualified to carry out the operation, maintenance and testing functions required to insure compliance with the conditions of this permit.

10. All waste collection, control and treatment facilities shall be operated in a manner consistent with the following:

a. At all times all facilities shall be operated as efficiently as possible and in a manner which will preclude discharges and prevent health hazards and nuisance conditions.

b. All screenings, grit and sludge shall be disposed of in a manner approved by the Department of Environmental Quality such that it does not reach any of the waters of the State or create a health hazard or nuisance condition.

c. Bypassing of untreated waste is generally prohibited. No bypassing shall occur without prior written permission from the Department except where unavoidable to prevent loss of life or severe property damage.

11. Whenever a facility expansion, production increase or process modification is anticipated which will result in a change in the character of the pollution control facilities, a new application must be submitted together with the necessary reports, plans and specifications for the proposed changes. No change shall be made until plans have been approved and a new permit or permit modification has been issued.

12. After notice and opportunity for a hearing this permit may be modified, suspended or revoked in whole or in part during its term for cause including but not limited to the following:

a. Violation of any terms or conditions of this permit or any applicable rule, standard, or order of the Commission;

b. Obtaining this permit by misrepresentation or failure to disclose fully all relevant facts.

13. The permittee shall, at all reasonable times, allow authorized representatives of the Department of Environmental Quality:

a. To enter upon the permittee's premises where a water pollution control facility is located or in which any records are required to be kept under the terms and conditions of this permit;

b. To have access to and copy any records required to be kept under the terms and conditions of this permit;

c. To inspect any monitoring equipment or monitoring method required by this permit; or

d. To sample any untreated or treated waste streams.

14. The permittee shall at all times maintain in good working order and operate as efficiently as possible all treatment or control facilities or systems installed or used by the permittee to achieve compliance with the terms and conditions of this permit.

15. In the event the permittee is unable to comply with all of the conditions of this permit because of a breakdown of equipment or facilities, an accident caused by human error or negligence, or any other cause such as an act of nature, the permittee shall:

a. Immediately take action to stop, contain and clean up the unauthorized discharges and correct the problem.

b. Immediately notify the Department of Environmental Quality so that an investigation can be made to evaluate the impact and the corrective actions taken and determine additional action that must be taken.

c. Submit a detailed written report describing the breakdown, the actual quantity and quality of resulting waste discharges, corrective action taken, steps taken to prevent a recurrence and any other pertinent information.

Compliance with these requirements does not relieve the permittee from responsibility to maintain continuous compliance with the conditions of this permit or the resulting liability for failure to comply.

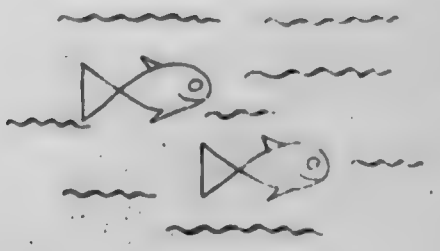
APPENDIX C

CHEM PURE MODIFICATIONS
(1/12/76)

CHEM PURE Inc.
A WHOLLY OWNED SUBSIDIARY OF
STERLING ENTERPRISES

3460 Hollenberg Drive Bridgeton, St. Louis County, Missouri 63044 Telephone 314/739-0440

TRIP TO OREGON



MONDAY, JANUARY 12, 1976

LEFT ST. LOUIS AT 9:30 PLANE LATE, (PAUL SWARTZEL AND STERLING R.KENNEDY)
ARRIVED MEDFORD AT 7:30PM ST. LOUIS TIME.
ARRIVED GRANTS PASS AT 8:30+

TUESDAY, JANUARY 13, 1976

MET AL JACOBSON AT 8:15AM.
MARTY LAYLOR, ENGINEER AND CHEMIST, WHO WAS IN CHARGE OF THE EFFLUENT TEST RUN ON THE PLANT WAS ON HAND.

1. AL JACOBSON REPORTED THAT HE WAS HAVING TROUBLE WITH THE SLUDGE BURNER CONSTANTLY. NOT SATISFACTORY OPERATION.
2. SLUDGE PULL OFF ON PRIMARY HAD NOT BEEN OPERATED PROPERLY, NEEDED CHECKING WAS NOT PULLING OFF SLUDGE ON GRIT CHAMBER, AIR FLOATATION AND SLUDGE (GREASE) TANK.
3. HAND VALVE PULL OFF FOR AIR ROLL HAD NOT BEEN USED.
4. AIR FLOATATION TANK PASS THROUGH TUBE TO AIR ROLL CHAMBER WAS CLOGGED WITH SLUDGE BUILD UP AND CAUSING A SHORT CIRCUITING OF SEWAGE FROM THE GRIT CHAMBER THROUGH THE AIR PASS TO THE AIR ROLL. SLUDGE WAS PULLED DOWN AND SITUATION CORRECTED.
5. AIR TO SLUDGE HOLDING TANK WAS NOT ON AND HAD NOT BEEN ON FOR MONTHS. THIS WAS TURNED ON AND BLOWN CLEAR WITH HIGH PRESSURE AIR.
6. THE pH CONTROLLER WAS FOUND TO BE INOPERATIVE ON THE ACID SIDE, ATTEMPTS TO REPAIR IT AND CHECK POSSIBLE CAUSE OF TROUBLE WERE MADE. ACID HAD NOT BEEN USED FOR SEVERAL MONTHS.
7. THE ACID STORAGE TANK WAS INSPECTED IN RELATION TO REPORTED DAMAGE.
8. DEAN ROBBINS ARRIVED IN THE AFTERNOON.

9. Pump cycle of sewage sump pump not correct. Primary investigation indicates that the way the sump is designed and constructed could be a problem, causing a build up of septic sludge.

10. Sump pump being shut off every night, this shuts plant down for 16 hours a day, which is detrimental to proper operation.

WEDNESDAY, JANUARY 14, 1976

1. Continued efforts to repair pH controller, various telephone calls to Bob Mueller and Harold Quinn, who buit it. Extensive efforts were put forth by Al Jacobson and Martin Laylor until trouble was found to be a corroded connection on the pre-amp of the pH sensor of the acid sensor.

2. Sludge pull off or pump out of the sewage sump and the chemical floc tanks was performed by POTTY WAGON, 161 SAVAGE CREEK ROAD, GRANTS PASS, OREGON. Septic tank pump out truck (capacity 4,000 gallons).

3. Investigation of the inflow sewage was made with attempts to arrive at a solution to the suspended material in the floc liquor.

4. A meeting with Dean Robbins of CHEM PURE WEST and SRK of CHEM PURE of MISSOURI was held to discuss method of correction of sewage plant operation needed to turn out an acceptable effluent. Dean Robbins was to see that the sludge burner and sump pump operation were corrected.

5. Various details of plant operation gone over with Al Jacobson, plant maintenance operator.

6. Carbon tanks opened up and sample removed and taken to the lab for check of depletion.

7. Al Jacobson removed sensor and disassembled it to replace pre-amp and to replace salts (a commendable job).

8. Dean Robbins returned to Salem, Oregon

9. Sand under filter #2 indicates a possible broken screen.

THURSDAY, JANUARY 15, 1976

1. pH controller working satisfactory; holding 5.75 acid and 8.0 caustic.

2. Problems of the automatic operation of the sludge burner discussed with Al Jacobson. New thermal couple and fire chamber brick not received from Dean Robbins.

3. Burn rate of burner checked with Al Jacobson calculated to be 20.7 gallons of sludge per hour, when running at best. He can't keep it feeding properly without constant attention and manual operation.

4. Flow gallons per minute of plant checked at 25± gallons per minute, 36,000 GPD. Reset flow to 32,000± gallons per day.

5. Continued search for proper floc.

6. Review operation proceedures again, with Al Jacobson.

7. Gim Gix, Regional Engineer, Oregon State Highway Dept., visited plant. Marty Laylor present and assisting all day.

8. Sump pumped down and processed through plant, spray irrigation used.

9. Air lift pump adjusted to about 5,000 GPD.

10. Trailer dump inspected. Spray irrigation area inspected, rest rooms inspected. Spray irrigation subsurface drains back to collection box then back to plants sump for recycle. This is a questionable proceedure.

11. Numerous experiements made to attempt to floc sewage liquor.

12. Various polymers obtained from the main sewage plant of Grants Pass were tried, to no avail. Chemist at Grants Pass remarked that the plant at Medford was having trouble from "trailer dumps".

13. Al Jacobson and Martin Laylors' efforts to assist and to correct the problems are excellent.

14. Problem is to floc suspended material in sewage and not exceed pH requirements. Material can be made to floc at a pH of 11.5.

15. Called Delaware plant to check on new flocculating agent Ferric chloride. It is working good, desided to try it here. Marty Laylor arranges to get some Ferric Chloride from the lab, so we can try it here in Oregon. (trade name, Feri-Floc).

FRIDAY, JANUARY 16, 1976

1. Bill Brady (CHEM PURE WEST) arrived at 10:30AM

2. Sump pumps NOT working properly one pump doesn't pump. The pumps alternator selects the bad pump and the relays jump in and out when the build up is low in the sump, when it selects the good pump it actuates BOTH pumps so both pumps run. This must be corrected for plant to operate automatically.

3. START REACTIVATION OF CARBON WILL USE 55 GALLONS MORE OR LESS PER CARBON TANK. (5 FT. DIAM X 7 DAYS)

5 FT. D = $\frac{(2.5)^2 \times 3.1416 \times 7 \text{ DEEP} \times 7.5 \text{ GAL.}}{2}$ = 515.0 GAL. X 10%=51.5

TIME START TANK #2 AT 11:40AM; TANK #1 AT 12:30

4. BUD SHIRLEY, STATE HIGHWAY ENGINEER DEPT. GIM GIX, REGIONAL ENGINEER VISITED PLANT.

5. CONTINUOUS EXPERIEMENTS WITH VARIOUS POLYMERS, TO NO AVAIL. TRIED THE FERRIC CHLORIDE, IT FLOC'S GOOD, APPEARS TO SOLVE PROBLEM.

6. #2 SAND FILTER DRAINED AND INSPECTED. IT WAS DETERMINED THAT A PLASTIC SCREEN WAS BROKEN AND WILL HAVE TO BE REPLACED BEFORE OPERATION CAN BE STARTED.

7. CARBON REGENERATION STARTED -- TANKS WILL HAVE TO SIT WITH ACID IN THEM FOR A LONGER PERIOD THAN NORMAL DUE TO THE BROKEN SAND FILTER AND THE EXCESSIVE POLLUTION AND DIRT ACQUIRED.

8. SLUDGE BURNING REQUIRES CONSTANT OPERATORS ATTENTION, BURNED ONLY 4½ HOURS; HAD TO SHUT DOWN DUE TO OPERATORS OTHER DUTIES.

9. FERRIC CHLORIDE FLOC EXCEPTIONALLY GOOD, CALLED DEAN ROBBINS TO ORDER 100# FOR OREGON PLANT. ESTIMATE AMOUNT TO USE @ 3P.P.M.

SATURDAY, JANUARY 17, 1976

1. START REPAIR OF SAND FILTER, SAND HAD HEAVY LAYER OF RED CLAY ON TOP, OTHER CLAY POCKETS THROUGHOUT, SAND WILL HAVE TO BE REPLACED.

2. REACTIVATED CARBON WITH ACID USED 55 GALLONS ± TO FILTER, SET FOR 6 HOURS WITH OCCASSIONAL AIR.

3. WASH FILTER - 4 TIMES. (4 VOLUMES)

4. Treated with 27½ gallons of caustic per tank.

5. Wash filter - 4 times, pH still 10.5 to 11. Suggest using ½ gallon hydrochloric acid after 2 washes to reduce pH rapidly. Acid was "A" is 10% of 50% of carbon tank capacity. Caustic wash "B" is 5% of 50% carbon tank capacity. Final acid neutralizing 1/10 of 0.075 $\left(\frac{75}{1000}\right)$ of total tank volume.

Est. tank capacity 1030 gal. X 0.50 for carbon=515 X .10 = 52 gal."A".
1030 x 0.5 = 515 x .05 = 25.8 = 22 gallons caustic "B".
CARBON TANK 5 diam. X 8½ ft. (useful 5'D. X 7' depth)

Area 19.635 x 7 = .137.445 x 7.48 gal. c.f. = 1028.09 gal.
$\frac{1028.09}{2}$ = 514.04 x 10% = 51.4 gal. acid "A" (used 55 gal)
X 5% = 25.7 gal. caustic "B" (used 27½ gal)
X.001 (1/10%) =0.55 gal or ½ gal ± acid to neutralize each tank.

6. Worked to midnight, washed acid back to sump. After caustic washed to sump, sump checked at 7.0 pH to 7.5 pH.

SUNDAY, JANUARY 18, 1970

1. Plant running good, left last night at midnight returned at 10 am. Checked plant inflow at 32,000 gallons per day more or less (22 gal. min.). Checked polymer used at 150 ml/min. 23 gal. in 24 hours ±. Polymer mix ½# to $\frac{1000000}{267000\#}$ = 3.745 X ½ = 1.87 ppm
Say 2 parts ml. Alum = 1/3 of poly = 9.6 ppm. Alum mix = 200 ml alum + 25 ml Iron.

2. WATER PASSOVER CLEAR, RAIN TOWER CLEAR, FINAL CLEAR WITH VERY SLIGHT YELLOW CAST.

3. RESET FLOAT CONTROL ON SLUDGE BURNING TANK TO INCREASE HOLDING CAPACITY.

4. PLANT SUMP PUMP SET ON STEADY RUN DOES NOT ALTERNATE PROPERLY MUST BE REPAIRED FOR PROPER PLANT OPERATION. SUMP FULL ENOUGH TO RUN ALL NIGHT.

5. ATTEMPTED TO FIND TROUBLE WITH SUMP PUMPS APPEARS TO BE LEAKAGE IN THE MECHANICAL COUPLING FLANGE BETWEEN PUMPS AND PIPE. PUMPS ARE NOT PUMPING PROPER QUANTITY OF WATER.

6. PLANT CHECKED CONTINUOUSLY ALL DAY AND AFTER DINNER ABOUT 11PM. EVERYTHING CHECK OK.

7. FILTER PRESSURE VERY SLOW TO BUILD UP AFTER 24 HOURS OPERATION ON ONLY ONE SAND FILTER PRESSURE ABOUT 5½ LBS. NO BACKWASH -EST. IT WILL GO 36 TO 48 HOURS BEFORE BACKWASH.

8. MARTIN LAYLOR AT PLANT AFTERNOON AND EVENING.

MONDAY, JANUARY 19, 1976

1. CHECK PLANT MORNING EVERYING OK. EXCEPT SUMP PUMP NOT PUMPING STEADY VOLUME.

2. pH HOLDING GOOD THROUGHOUT PLANT FINAL DISCHARGE pH ABOUT 8.7.

3. WORK STARTED TO EMPTY SAND FILTER AND REPLACE BROKEN SCREEN.

4. CALC. NEED 15 SACKS OF (20 MESH) SWIMMING POOL SAND.(15C.F.)

5. SPARE EQUIPMENT CHECKED.

NOTE: A) SPARE ACID AND CAUSTIC PUMP ON HAND.

B) POLY PUMP AND/OR ALUM PUMP 2 SPARE ON HAND.

C) ONE SPARE TOWER OR FILTER PUMP AND MOTOR ON HAND.

D) TWO SPARE POTTER BRUMFIELD RELAYS ON HAND KRP11AG 10A 6V AC

E) SPARE MOTOR STARTER AND CONTACTS ON HAND.

F) 13 SPARE SAND FILTER PLASTIC SCREENS ON HAND.

NEEDED: SPARE TRANSFORMER 110V IN PANEL

SPARE P.C. BOARDS FOR THE pH CONTROLLER

6. MARTY LAYLOR PRESENT AND ASSISTING THE ENTIRE DAY.

7. TROUBLE WITH FILTER FOUND TO BE AN UNSCREWED OR BLOWN OUT FITTING FOR PLASTIC SCREEN. THE THREADS ON THE TANK BOTTOM PLATE WERE EITHER STRIPPED OR WORN SMOOTH FROM ABRASION OF THE SAND AND GRAVEL ON FILTER AND BACKWASH. THE BOTTOM OF THE FILTER TANK, BELOW THE PLATE WHICH HOLDS THE PLASTIC SCREENS, WAS PACKED SOLID WITH SAND AND GRAVEL. PROBABLY WILL HAVE TO CUT A HAND HOLD OUT OF THE BOTTOM OF TANKS AND WASH THE GRAVEL OUT, THEN WELD IT BACK IN, OR WELD A 3" PIPE WITH CAP, SO IT COULD BE USED AGAIN.

8. CALCULATED AND NEW TAPE FOR AUTO OPERATION OF PLANT.

9. CONTINUED CHECKING PLANT OPERATION WHICH IS VERY GOOD.

10. SLUDGE BURNING HAD TO BE SHUT DOWN AFTER 2 HOURS BECAUSE OF OVER FLOW OF SLUDGE IN FIREBOX. DUE TO OTHER WORK JACOBSON COULD NOT ATTEND IT CONSTANTLY.

TUESDAY, JANUARY 20, 1976

1. MARTY LAYLOR PRESENT.

2. Al Jacobson in safety meeting until 11:30am.

3. Plant check and running good, samples of raw influent, final effluent and a sample from the primary weir were taken by Marty Laylor to check at the Grants Pass municipal sewerage plant laboratory.

4. The good sand filter backwashed and was drained down to within 6 inches of the sand layer than 5 qts. of sulfuric acid was added and mixed by air and allowed to drain out bottom until pH got to 1.0. This is to get rid of the hydrogen sulfide in the sand. It was then backwashed out the open top into the drain and to the sump. The sump pH remained ok.

5. Lumps of red clay about ½ to 2" diam. had risen to the top of the sand. They were shoveled out of the filter.

6. Gordon Ballard, Engineer; Duane Christenson, Engineer Oregon State Highway Department (bridge section). present

7. Run test on reactivated carbon, indicated better than 95%.

8. Run test on effluent COD indicated 90%+ removal of dissolved solids 97.7% removal; pH 7+. BOD's not as yet completed.

9. One sump pum disconnected, the other operating properly.

WEDNESDAY, JANUARY 21, 1976

Meeting set for 8:30 with Keith Marten Engr. OSHD office with Gordon Ballard Engr. and Duane Christenson Engr. and Martin Laylor, Engr. & chemist, all of the Oregon State Highway Dept. and SRK, Engr. of CHEM PURE, INC. of MISSOURI and Paul Swartzel, Chem Engr. of Mueller Manufacturing and CHEM PURE, INC. of MISSOURI.

THE VARIOUS OPERATIONS AND GENERAL MAINTENANCE OF THE PLANT AND THE STEPS TAKEN BY STERLING R. KENNEDY, AND PAUL SWARTZEL TO CORRECT PLANT OPERATION WERE THOROUGHLY DISGUSTED. ALL OF THE ITEMS COVERED IN THIS DAILY RECORD IN ADDITION TO OTHER ITEMS, WERE DISCUSSED.

THE NEED FOR CERTAIN VITAL REPLACEMENT PARTS BEING ON HAND WAS DISCUSSED. PARTICULARLY PLUG IN VERTICAL BOARDS FOR THE pH CONTROLLER. THEY ARE:

*1) THE ANALOG BOARD (BACK).....AB-2-2.....$281.75
*2) THE REGULATOR BOARD (SIDE).....R7-5-2.....$213.90
3) THE LOGIC BOARD (CONSIST OF THREE PARTS).....$884.90
*4) A PRE-AMP FOR SENSORS.....$115.00
5) A DISPLAY BOARD.....Rs-4-2.....$215.85

* INDICATES THE ITEMS WHICH SHOULD BE ON HAND. THE OTHER ITEMS HAVE NEVER BEEN KNOWN TO GO BAD IN USE OR ON TEST BENCH AND ARE SUPPOSIDLY CONSTRUCTED TROUBLE FREE. THE ANALOG BOARD AND THE REGULATOR BOARD COULD BE DAMAGED WITH AN ELECTRIC POWER OVERLOAD AS COULD THE PRE-AMP. THE 110 VOLT TRANSFORMER IN THE MAIN PANEL SHOULD HAVE A REPLACEMENT ON HAND OR IT SHOULD BE ESTABLISHED THAT ONE IS READILLY AVAILABLE IN GRANTS PASS OR MEDFORD. IT WAS CHECKED TO BE OK, AND NOT EVEN WARM, THEREFORE, IT SHOULD LAST AN INDIFINITE TIME.

THE ITEMS CONCERNING THE SLUDGE BURNER WERE NOT DISCUSSED, OTHER THAN TO AGREE THAT CERTAIN VITAL ITEMS SUCH AS SPARE NOZZELS AND THERMOCOUPLES SHOULD BE ON HAND. THIS COMPANY, CHEM PURE OF MO. HAS NO INFORMATION ON THE SLUDGE BURNER OR THE SEWAGE SUMP PUMPS.

THE ACID STORAGE TANK WAS DISCUSSED. THE EXPOLSION OR IMPLOSION APPARENTLY WAS CAUSED BY A FREAK SET OF CIRCUMSTANCES. APPARENTLY HYDROGEN GAS WAS SET OFF BY STATIC ELECTRICITY.

AFTER EXAMINATION WE DO NOT BELIEVE THE TANK SUFFERED ANY SEVERE DAMAGE THAT WOULD RENDER IT UNSAFE FOR USE. WE DID FEEL THAT WHATEVER HAD HAPPENED WAS NOT CAUSED BY THE WAY IT WAS MANUFACTURED. THE TANK HAS BEEN IN USE FOR MORE THAN TWO YEARS.

AT THE PRESENT TIME THE PLANT IS OPERATING OUT OF A STANDARD 55 GALLON ACID DRUM. IT IS ESTIMATED THAT A DRUM OF ACID WILL LAST ABOUT A MONTH, POSSIBLY LONGER. THE PUMPS USED ARE DESIGNED SPECIFICALLY FOR USE IN A DRUM AND ARE CALLED DRUM PUMPS AND ARE IN COMMON USE FOR PUMPING ACID AND/OR CAUSTIC ALL OVER THE COUNTRY.

CERTAIN THINGS WERE SUGGESTED CONCERNING THE TANK:

1. HAVE AN ELECTRIC STRESS ANALYSIS MADE OF THE TANK IN THE AREA WHERE THE ½" PARTITION PLATE IS WELDED IN PLACE.
2. PRE-HEAT THE PLATE WELD AREA TO ABOUT 700 DEGREES WITH A TORCH AND LET IT RESET TO RELIEVE ANY STRESSES.
3. PRESSURIZE THE TANK WITH 15 POUNDS OF AIR AND CHECK FOR FAILURE. THIS IS MORE THAN THE POSSIBLE ACID WEIGHT POUNDAGE.
4. PAINT THE AREA OF POSSIBLE STRESS INSIDE THE TANK WITH TAR EPOSY. FROM THE WELD JOINT, ONE FOOT IN ON THE PLATE AND ONE FOOT UP THE TANK WALL.
5. VENT THE TANK AS WAS ORIGINALLY INTENDED. CONNECT THE MOISTURE TRAP VENT TO THE "T" AT THE TOP OF TANK AND VENT STRAIGHT OUT THROUGH THE BUILDING WALL INSTEAD OF DOWN AS IT IS NOW.
6. GROUND THE LIQUID LEVEL PROBE IN THE TANK TO THE TANK WALL BY MEANS OF A TWO WAY ELECTRIC SWITCH, THEREBY ALLOWING THE TANK LEVEL TO BE PERIODICALLY CHECKED BY THROWING THE SWITCH, OTHERWISE, THE PROBE REMAINS GROUNDED. (THIS ATTEMPTING TO ELEMINATE ANY POSSIBLE STATIC ELECTRIC POINT OF ARC)

DUE TO THE TANK BEING A 3/8 INCH THICK WALL INPLACE OF 1/4 INCH WALL AND THE PLATE BEING 1/2 INCH THICK WE FEEL THAT ITEMS 3, 5 AND 6 SHOULD BE PERFORMED AS A SAFETY MEASURE AND THE TANK PUT BACK IN SERVICE IF DESIRED. HOWEVER, IT SHOULD BE KEPT IN MIND THAT WITH THE NEW TAPE PROGRAM, NEW FLOW SETTINGS AND NEW pH SETTINGS USED IN THE PLANT, THE RELATIVE AMOUNT OF ACID USED WILL BE FAR LESS THAN BEFORE AND CONTINUED OPERATION OUT OF A STANDARD 55 GALLON ACID DRUM MAY BE MORE DESIRABLE. IF SO, IT IS NECESSARY TO USE ONE ACID DRUM AND HAVE ONE ON HAND. WHEN THE ACTIVE DRUM IS USED UP, SIMPLY PLACE THE PUMP IN THE NEW ACID DRUM AND ORDER A NEW FULL DRUM FOR STANDBY TO REPLACE THE USED ONE, IN FACT, THE STANDBY DRUM WOULD NOT HAVE TO BE ORDERED FOR SEVERAL WEEKS OR LONGER.

RECYCLING OF THE EFFLUENT WAS THOROUGHLY DISCUSSED. THE PLANT WAS ORIGINALLY DESIGNED TO RECYCLE APPROXIMATELY 1/3 OF THE WATER. THE OTHER 2/3 HAD TO BE MADE UP OF NEW SEWAGE OR MAKE UP WATER. IF ONLY 1/3 IS RECYCLED THE BUILD-UP OF SULFATES WAS CALCULATED TO REACH ABOUT 300 PPM, WE BELIEVE ACCEPTABLE LIMITS FOR THE AREA IS 500 PPM.

THE RECYCLE PUMP WORKS AUTOMATICALLY ON DEMAND AND THE SPRAY IRRIGATION WORKS AUTOMATICALLY. THEREFORE, IF THE SPRAY IRRIGATION WORKS ONCE DAILY IN THE MORNING AND IS THEN TURNED OFF AND THE WATER TANK REFILLED WITH POTABLE WATER, IT SHOULD BALANCE OUT RELATIVELY CLOSE. DURING THE SUMMER OR PEAK SEASON THE SPRAY IRRIGATION COULD BE USED SEVERAL TIMES DAILY AND ON AUTOMATIC AT NIGHT, OR WHATEVER IS NECESSARY TO BALANCE THE FLOW.

PAUL SWARTZEL AND S. R. KENNEDY LEFT MEDFORD, OREGON AT 5:30PM WEDNESDAY AND ARRIVED ST.LOUIS, MO. AT 5:30AM THURSDAY (1/22/76).

7883 Manzanita Safety Rest Area (Sewage Disposal Facility) 1973 #2

CwA 6938
8.28.79

7883 4-76 1-5

MANZANITA REST AREA

Treatment Plant Monthly Report April, 1976

Caustic Soda	138 gals	$ 189.53
Sulfuric Acid	100 gals	124.50
Chlorine Gas	30 lbs	7.00
Freight on one drum Sulfuric Acid		47.20
Diesel	376 gals	137.61
Electric power		163.77
Daily maintenance	labor 110 hrs.	558.80
Non daily maintenance work	labor 66 hrs	335.28
Overtime	Labor 4.5 hrs	34.29
		928.37
	Plus 33.5%	311.00
	Total	$1,239.37

Down time:

Work on irrigation line
clean tanks, work on pumps
and misc. night shut down 120 hrs.

CC: Jim King 2 copies
J. J. Gix 1 copy
Duane Christensen 1 copy ✓

1 Versteeg ✓
Olson
Christensen DDL
Scott
Swenson
Copy Savage
Trout

RECEIVED
MAY 17 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring up.
Other

Salem, Oregon
April 14, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

R. M. Ellison
Bridge Administration Engineer

Manzanita Safety Rest Area
Sewage Disposal Facility
Contract No. 7883
EPA Report

Many of the items pointed out in the EPA Report have already been corrected or are in the process of being implemented.

During the shakedown of the plant in January by Kennedy many items were uncovered that were not picked up by Montgomery Engineering. It would be interesting to know how, if any, their evaluation might be changed if they were able to make a follow-up inspection at this time. After reviewing their report I do have the following comments.

1. On the bottom of page I-4 the comment is made that "No provision within the contract detailed the actual amount or characteristics of the potential waste, or the amount of treated effluent that can be recycled".

   The contract states that the treated effluent shall be recycled and that the excess shall be waste irrigated. This means 100% if required.

2. The report implies that an inspection of the pumps was made. They do not report the extensive damage that was later found and since repaired. They also pin damage to the pumps as being caused by corrosion and the adjustable butterfly valve as opposed to gravel and cavitation.

3. Polymer presently being used is evidently doing the job, which the original one wasn't. Points out the need for an initial shakedown and testing period by the manufacturer on new installations to determine if proper chemicals and procedures are being used.

4. It is noted that acid has no effect on destruction of viruses occurring in sewage waste and that according to Montgomery Engineering it plays no substantial role in the treatment process. I believe Kennedy takes exception to this. I would like to have Marty Laylor's comment on this item.

5. Montgomery Engineering states that they did not have an opportunity to examine the filter media. I really don't see why they could not have inspected the filters.

/ Verstoeg ✓
Olson
Christensen
Scott
Swanson
Sewage
Trout

RECEIVED
APR 15 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Routine Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

6. The addition of sight glasses or sample taps could help in determining concentration of sludge. I do not know how practical this would be to accomplish but since it seems to be a reoccurring problem as to when to draw off sludge, it might warrant further study.

7. It appears we should press for a detailed and prescriptive O & M Manual.

8. I agree that we need up-to-date sample test results and procedures to enable us to determine what is happening and to be able to take corrective action immediately.

It appears that upon the conclusion of the test month an analysis of test data will have to be made to determine if DEQ should be approached to review and possibly revise their DEQ permit.

DOC:jh
cc: G. J. Ballard

7883

FORM BT-73(13030)

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

April 13, 1976

FILE: CON 5

NOTED
H. S. COULTER

Original Signed by James J. Gix

FROM: JAMES J. GIX
Regional Maintenance Engineer

TO: Walter J. Hart
Bridge Design Engineer

SUBJECT: Manzanita Safety Rest Area
Sewage Disposal Facility
EPA Report - Contract No. 7883

April is last month.

I have reviewed the operation and maintenance evaluation by James M. Montgomery and have some comments to offer. From our observation and the conclusions reached in this report the plant cannot reasonably be expected to operate within the DEQ permit requirements.

Since the Consultant's recommendations involve a complete change in the concept of operation and a substantial capital outlay we should consider other alternatives.

At this time I would recommend we pursue a cooperative agreement with the North Valley High School and HGE to transport sewage or sewage effluent to the City of Grants Pass. This alternative would involve eventually terminating contractual arrangements with Chem Pure West.

Another possibility would be to pay off Chem Pure on a compromise basis and redesign the plant to operate as a biological plant for use with a holding pond and spray irrigation. We must recover our lost investment in the unused recycle system to consider this alternative.

In summation we feel we can no longer ignore the fact that the plant has fallen short of the requirements. The EPA report gives us adequate support to conclude that hard decisions must be made that are justified by economics and engineering judgement.

JJG/dd
Attach.
cc: H. S. Coulter
D. H. Moehring
G. T. Thornton

RECEIVED
APR 15 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENG.
APR 14 '76
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SECTION IV - EVALUATION OF THE EXISTING WASTEWATER TREATMENT FACILITIES

GENERAL

The problems experienced by the Manzanita treatment facility in meeting State discharge requirements can be placed in one of three general classifications: 1) mechanical and structural failures, 2) operation problems and operator inexperience, and 3) process failures. This section evaluates each of the treatment units in terms of their performance thus far, and identifies and analyzes the problems experienced and their causes.

Our evaluation indicated that the treatment facilities cannot be expected to produce a consistent final effluent of the quality necessary to satisfy the existing discharge requirement, if the present mode of operation is maintained. Even though the facility is presently receiving only a small portion of its total designed flow, it has been unable to meet the stipulations imposed by the DEQ. The seasonal use patterns and performance difficulties created by the differences between actual and design flow have been blamed for the plant's inability to comply with these requirements, but the batch process utilized in a chemical-physical treatment system should not be significantly affected when the individual unit processes, that compose the overall system, are carefully controlled, and in fact are normally quite tolerant to variations in loading. It would appear from our evaluation that the discharge requirements are simply too severe for the plant to consistently comply given the way it is currently operated, and the number of potential problems that may arise in the various individual unit processes.

The design criteria for these individual treatment units are shown in Table 2.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

CON 7883

April 2, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

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APR 2 1976
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Other

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Attention Mr. H. A. Schell

Dear Mr. Green:

Manzanita Safety Rest Area
Sewage Disposal Facility
Contract 7883
EPA Report

Attached is a copy of the Environmental Protection Agency's evaluation for the subject facility.

Your review and comments will be appreciated.

Very truly yours,

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE:dh
Attachment

cc Alfred Shirley /w/ attach. - Your comments, please.
D. O. Christensen /w/ attach. - Your comments, please.
G. J. Ballard

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

APR 1 1976

REPLY TO ATTN OF: M/S 429

Gordon Ballard
Supervising Design Engineer
Bridge Section
Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Ballard:

Thank you for the active participation and cooperative support of the State Highway Division personnel assisting in the evaluation of the Manzanita Safety Rest Area Wastewater Treatment Facility. The results of the evaluation are contained in the enclosed report "Operation and Maintenance Evaluation and Recommended Improvements for the Manzanita Safety Rest Area Wastewater Treatment Facility, Josephine County, Oregon," prepared by James Montgomery, Inc., under contract with EPA, Region X.

The evaluation report contains several recommendations which, if implemented, should insure continued successful operation of the treatment facility. We understand that some of the recommendations have already been implemented. We request you provide this office with an outline of what has been implemented and a schedule for implementing the remaining recommendations. Please advise us of the results obtained by following the report recommendations. Copies of related correspondence would be helpful to us.

If you have any questions concerning the report, or if we can be of further assistance, please contact this office at your convenience.

Sincerely,

Roy L. Ellerman, R.E.
Chief
Water Operations Branch

Enclosure
cc: Oregon Oprns. Off.
Ed Lynd, DEQ

RECEIVED
APR 2 1976
NOTED
R. W. ERICKSON
BRIDGE SECTION

1-5

MANZANITA REST AREA

Treatment Plant Monthly Report — March, 1976

Hydrochloric Acid	80 gals.	$ 62.27
Caustic Soda	285 gals.	344.50
Sulfuric Acid	95 gals.	104.98
Chlorine Gas	31 lbs.	7.50
Freight on caustic soda		31.00
Diesel	584 gals.	204.40
Electric power		153.88
Pumping service holding tank		60.00
Daily maintenance Labor	105 hrs. @$5.08	533.40
Non daily maintenance Labor	63 hrs. @$5.08	320.04
Total labor	168 hrs. @$5.08	$853.44

Down time:

Plant turned off at night

Lack of water on misc. - week ends — 144 hrs.

CC: J. J. Gix
Duane Christensen

TOTAL $1,821.97

1 Verstoep ✓
Copy Olson
2 Christensen
Scott
3 Swenson
Savage TLS
Trout

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 7883

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
March 10, 1976

FROM: Jimmy S. Hansen
Mechanical Engineer

TO: Memo to the File

SUBJECT:

Manzanita Safety Rest Area
Sewage Treatment Facility
Josephine County
Contract 7883

The following people were in attendance at a meeting held in the Bridge Section of the Oregon State Highway Division at 1:30 p.m. on Tuesday, March 9, 1976:

Dean Robbins - Chem Pure West
Tom Hill - Chem Pure West
Bob Brady - Chem Pure West
Jim Gix - OSHD
Duane Christensen - OSHD
Gordon Ballard - OSHD
Jim Hansen - OSHD

The meeting was called at the request of Chem Pure West personnel to discuss cost responsibilities for the recent sewage treatment plant modifications. The following list of items are the subjects that Mr. Dean Robbins had prepared for discussion.

ITEMS TO BE DISCUSSED WITH STATE

1. Sump pumps. - Cost of removal, repair and re-installation.
2. Rewiring panel so the pumps are alternating. Reference to conversation with Gordon Ballard, Dean Robbins, Roy Bennett.
3. Air bubbler system for sump - installation complete - cost of.
4. Recycle water system - discussed installation of hydro-water cut-off switches.
5. Cleaning of sand filter.
6. Clean out of main sump.
7. Concrete work in pump sump.
8. Acid tank.
9. Caustic tank.

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2 Christensen Dar
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10. 55 gallon drums of caustic and acid.
11. New 4" valve on influent.
12. Operator time in plant.
13. Cycling of plant.
14. Haul away of sludges.
15. Chemical costs during Kennedy visit.
16. Chemical costs as is now.
17. Blacktop around sump.
18. Jibbed pull pumps.
19. Pump inspection. - Stimpson Plumbing.
20. Incinerator

    a) Replacement of hearth tile b) replacement of thermal couples
    c) Replacement of sludge nozzles d) recommended spare parts
    e) replaced door latches - 3 doors

21. Install drain on fresh water tank.
22. Repair leak in air roll chamber.
23. Repair acid pumps.
24. Thaw caustic line.
25. Install air bleeder on filter pumps.
26. Replace compressor air switch.

The items were discussed in numerical order. Where appropriate, each item was discussed as to present status, cost of modification, and, in general, the cost responsibility. Some of the cost responsibilities were obvious and agreed upon by both parties, although there was no official record

kept of the responsibilities and costs of each item. Dean Robbins indicated that Chem Pure West had expended about $10,000 during the last six months in modifications. Jim Gix indicated that the OSHD had expended a similar amount of money recently on modifications. It was agreed that both parties would list their expenditures for the modifications, preferably in a chronological manner, and that representatives for both parties should meet on March 12, 1976 to negotiate the cost responsibilities more specifically.

Several other subjects were brought up for discussion as follows:

27. Fuel oil usage for the incinerator - Jim Gix indicated that the fuel oil usage is high and that February's 790 gallon usage was typical. Dean Robbins indicated that the incinerator will incinerate three gallons of sludge per one gallon of fuel oil. The apparently excessive usage of the fuel oil is to be investigated further.

28. Heat Exchanger for incinerator flue - Dean Robbins mentioned the possibility of installing a heat exchanger on the incinerator flue for heating the building.

29. Sludge Pump - It was mentioned that there were problems with the sludge pump and Dean Robbins mentioned that a Moyno grinder pump would give a more accurate feed rate which might help the system.

The OSHD and Chem Pure West seemed willing to negotiate on the cost responsibilities and the specific costs will be discussed at the proposed March 12, 1976 meeting. Jim Gix mentioned that after the final OSHD costs are determined that those costs will again have to be separated into construction costs and operational costs. It was mentioned that the Federal Highway Administration might be able to share in some of the costs and this was to be investigated further.

JSH:dh

cc Dean Robbins
Keith Martin
Alfred Shirley
Glen Green - FHWA

7883

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon

March 8, 1976

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT: Acid Storage
Manzanita Sewage Treatment Plant

TO: Walter Hart
Bridge Engineer

In response to your letter of February 17 concerning the acid storage tank at the sewage treatment plant at the Manzanita Safety Rest Area, it is the decision of this office that Alternate No. 3 be followed as outlined in your letter.

We have very, very seriously considered this and although there are some objections to periodic handling of the acid barrels, we still feel this is the best and safest way to go.

AS/cw

cc Keith Martin
George Thornton

1 Versteeg ✓
Olson
2 Christensen Dor
Scott
3 Swenson
Anderson
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BRIDGE SECTION

NOTED
W. J. HART

7883

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 13, 1976

In reply refer to: 1041DB.3

SUBJECT: Oregon Project I-5-2(75)64
Manzanita Safety Rest Area (Expansion)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

I concur with extending the project specified completion date from November 30 to December 19, 1975 as requested in Mr. Coulter's February 4 memorandum.

G. L. Green
for G. L. Green

NOTED
E. S. HUNTE

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FEB 17 1976
OFFICE
DIRECTOR of TRANSPORTATION

7883

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 7883

INTER-OFFICE CORRESPONDENCE

January 30, 1976

Salem, Oregon

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. Jim Gix
Region Maintenance Engineer

SUBJECT:

Manzanita Safety Rest Area
Sewage Disposal Facility
Josephine County

NOTED
E. S. HUNTER

There are a number of items that we, the State of Oregon, must take action on either in cooperation with or independently of Chem Pure West. These items are discussed in Duane Christensen's memo to the file dated January 28, 1976. Please take necessary action to accomplish or be prepared to accomplish the following in cooperation with Chem Pure West. By copy of this letter I am requesting Chem Pure West to contact you (Ph 672-6541) directly concerning matters of coordination where required.

1. Make necessary provisions to close rest area during sump work. All work in or connected with the sump should be done at the same time. Hopefully this can all be accomplished within one to two days. It will be necessary to have adequate water available for flushing the sump and adding to the plant to flush it so as to prevent a septic condition. It will also be necessary to arrange for hauling off the influent in the sump.

2. Holes in the waste water relief box around the pipes that project through the sides need to be sealed immediately.

3. Determine the feasibility and acceptability of having sulfuric acid delivered in 1,000-gallon lots or less. This information is needed next week so that the acid tank problem can be resolved.

4. It is our understanding from Al Jacobson that the sand filter has been repaired, cleaned and put back into operation.

5. Please see that necessary nozzles and thermo couples are ordered and on hand for proper operation of the incinerator. If we do not have nomenclature and part numbers, call Mr. Dean Robbins, Ph 638-9602.

6. Check with Mr. King concerning his findings in regard to his search for spare parts as listed in the previously listed memo. If we determine that we have misplaced them, we should order new parts. If it can be determined that we never received them, please let me know.

7. Please have backflow preventer valves serviced and ready for use.

8. Check level of carbon in carbon filter tanks and add if necessary.

9. Check caustic supply, if sufficient for a few months, hold off on order until we determine preliminary acceptance.

10. All effluent, except that being utilized at the trailer dump stations, should be waste irrigated so that test data without recirculation can be accumulated. A couple weeks or so should be sufficient. We will need to coordinate this with Chem Pure West.

11. Please have test data collected by telephone from the Grants Pass sewage lab after each test is complete. (For each sample this will mean the collection of two sets of data as the initial results are available the next day and the BOD results five days later.) This data should be furnished to Al Jacobson and to Gordon Ballard. This procedure is necessary so that we may monitor the plant as to consistency of operation and detect problems as they are developing. We still want the monthly accumulation of data also.

12. For purposes of the final report on this project it is necessary that in addition to the monthly test data the following information be submitted to the bridge section monthly:

    A. Electrical energy consumed and cost.

    B. Fuel oil used and cost.

    C. Chemicals used, quantity and cost of each. Include polymers.

    D. Man hours spent and detailed costs. This should be broken down into routine maintenance work done daily, items done regularly but not on a daily basis such as rejuvenating carbon filters, and work associated with breakdowns.

E. Problems of operation and maintenance (Down time). A brief description should be included. If possible, and appropriate pictures would be helpful.

It is realized that some of these items cannot be reported monthly. They should be reported at times when appropriate.

DOC/ag

cc E. S. Hunter
H. S. Coulter
Keith Martin
Jim King
H. M. Laylor
Dean Robbins, Chem Pure West
Pat Curran, DEQ
Glen Green, FHWA

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7883

File CON 7883

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 30, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
E. S. HUNTER

Mr. Dean Robbins
Chem Pure West
P O Box 1008
Salem, OR 97308

Dear Mr. Robbins:

Sewage Disposal Facility
Manzanita Safety Rest Area
Josephine County

As agreed to in our January 23, 1976 meeting, we are furnishing you with sketches of a suggested method of providing a low water cut-off switch in the final water tank to turn off recycle pumps and a plan for putting additional slope in the working sump.

We have asked Mr. Gix, our Regional Maintenance Engineer, to coordinate this work with you. Please have this work, the air bubbler in the sump, the turning of the check valves, repair of sump pumps, rewiring of sump pump controls and replacement of fire brick completed as soon as possible.

Very truly yours,
ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

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cc E. S. Hunter
Jim Gix w/encl.
K. Martin w/encl.
J. King
Pat Curran - DEQ
Glen Green, FHWA

7883

File Contract 7883

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 29, 1976

Mr. Richard P. Reiter
Administrator
Southwest Regional Office
Department of Environmental Quality
1000 SE Stephens Street
Roseburg, OR 97470

NOTED
E. S. HUNTER

Dear Mr. Reiter:

Waste Discharge Permit
File No. 64330
Permit No. 2268
Manzanita Rest Area
Josephine County

As you are aware, through previous correspondence and a meeting attended by Mr. Merlyn Hough at Grants Pass on October 7, 1975, we have not given preliminary acceptance for the plant to date. We have continually urged Chem Pure West to take action to bring the plant into conformance with the permit.

As a result of our October meeting and further discussions with Chem Pure West, they succeeded in having Mr. Sterling Kennedy of Chem Pure, Inc., St. Louis, give the plant a complete shakedown. This shakedown was done during the period of January 12 to January 21, 1976, and uncovered several items, which may well have accounted for the poor results we have experienced to date. Enclosed are two memos to the file dated January 28, 1976 and January 29, 1976 which should fill you in on events during the last few weeks. It is presently our intention and direction to Chem Pure West that we shoot for the month of February, 1976 as the preliminary acceptance month. This may have to be moved to March, 1976, because of some items still to be corrected. In any event an early determination of preliminary acceptance or rejection is being sought.

Mr. Patrick Curran of the Portland Department of Environmental Quality Office has been sent copies of the above memos. He was also contacted by telephone on Wednesday, January 28, 1976, by Mr. Duane Christensen of this office concerning the detailed report required by our DEQ permit. He suggested that this letter be written to you.

It is our understanding that in addition to other things this report was to specifically cover the one year trial period between preliminary and final acceptance, this was confirmed by Mr. Currin. Since (1) we have not given preliminary acceptance, (2) due to things uncovered during the last two weeks which make things look more encouraging and (3) we apparently do not have conclusive results, we request that the due date be moved to June 1, 1977. This would allow for the 12-month trial period, some leeway and time to write, assemble and publish the report.

We appreciate your consideration of this request and look forward to your approval.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

DOC/ag

cc E. S. Hunter
Alfred Shirley
Glen Green, FHWA
Pat Curran, DEQ

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FORM 81-734-1030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

January 29, 1976

FILE: S.C. 7883

FROM: John C. Jenkins
Engineer of Materials

TO: Mr. Walter J. Hart
Bridge Engineer

SUBJECT: Manzanita Safety Rest Area
Sewage Disposal Facility,
Josephine County Cont. 7883

NOTED
E. S. HUNTER

I have discussed with Mr. Laylor your request that he make monthly inspections of the sewage disposal facility at Manzanita Safety Rest Area. He is agreeable to this arrangement provided the trip's scheduling is flexible enough for him to arrange his regular work schedule.

JCJ:gs

cc: E. S. Hunter
H. S. Coulter
D. E. Beecroft
H. M. Laylor

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Form 01-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 7883

Salem, Oregon

January 28, 1976

FROM: Duane C. Christensen
Supervising Design Engineer

TO: Memo to the File

SUBJECT:
Manzanita Safety Rest Area
Sewage Disposal Facility
Josephine County
Contract 7883

The following persons were in attendance at a meeting held in the Bridge Section of the Oregon State Highway Division at 10 a.m. on Friday, January 23, 1976:

Dean Robbins - Chem Pure West
Bob Brady - Chem Pure West
W. J. Hart - OSHD
G. J. Ballard - OSHD
D. O. Christensen - OSHD
H. M. Laylor - OSHD

The meeting was called to discuss items that needed to be done by the State and Chem Pure West to get the subject plant into a satisfactory operating mode.

A dicsussion of the present status of the plant operation brought out the following:

1. Mr. Kennedy has the plant operating in such a way that he feels it should give us an acceptable effluent as soon as the second sand filter is put into operation and the sump is thoroughly cleaned. The effluent should continue to improve as the sand filters are purged and cleaned of the clay that has infiltrated into them. A ferric sulfate polymer is on order and should be at the plant any day now. This will facilitate a better floc. Mr. Kennedy has returned to St. Louis, but has agreed to return to Oregon to discuss plant operations in two to three weeks after some test results are available.

2. Iodine tests were run on the carbon, both before and after rejuvenation. These tests verified that the carbon could be rejuvenated with chemicals. This rejuvenation, which is a patented process, was done with hydrochloric acid and sodium hydroxide.

3. Presently only one sump pump is in operation. The other pump, which has not been functioning properly, has been temporarily disconnected at the operation panel board.

4. All of the effluent is presently being waste irrigated except for that used at the trailer dump stations. This will continue to be done until we have some test results to use as a base.

NOTED
P.A. ANDERSON

NOTED
W. J. HART

5. The first effluent sample since shaking down the plant was taken on Tuesday, January 20, 1976. The results were received by telephone Monday morning, January 26, 1976, and are as follows:

	Raw	Final	Percent Reduction
PH	7	7	---
COD	455	46	90%
BOD	150	12.5	92%
S.S.	446	15	97%
Settleable Solids	27	0	100%
Chl. Residual	---	5.9	---

While these are not within the DEQ permit, they do show a substantial improvement over the average monthly results for the last nine months. Results should show more improvement during the next few weeks.

A discussion of the items needing additional corrective work was held. Those items discussed were as follows:

1. Sump Tank

Close rest area during sump work and thoroughly clean out and haul off all sludge and resulting effluent. Provide water tank as necessary for this cleaning. This is an item of State responsibility.

The floor in the working sump needs to have additional slope into the pump locations so that the sludge will not settle out at the sides and corners. Additional slope will also prevent cavitation which can damage the sump pumps. This is an item of Chem Pure West's responsibility. The State will furnish a suggested plan.

Install air bubbler in sump as necessary to prevent sewage from becoming septic. This is an item of Chem Pure West's responsibility.

2. Sump Pumps

Remove sump pumps and repair. It appears from pump curves that pumps selected were not compatible with flows required for plant operation.

Dean Robbins said he would see what could be done to modify pumps to be more compatible with flows being pumped.

Rewire electrical panel so that sump pumps alternate but do not both come on at the same time. One pump is presently disconnected (Wire 501).

These are both items of Chem Pure West's responsibility.

3. Influent line from sump to plant

Turn check valves 90° so that pumps can be removed properly for routine maintenance. Check valves were improperly installed. This is an item of Chem Pure West's responsibility.

Provide and install influent meter. This is an item of State's responsibility.

4. Waste water relief box

(Used in connection with waste irrigation system and located near northbound trailer dump station.) Seal holes in concrete box around pipes that project through the sides. This is to stop ground water infiltration which is coming from the waste irrigation area. This is a responsibility of the State.

5. Acid Tank

The acid storage tank has not been utilized since the explosion in November. It is presently empty and neutralized. Acid is now being pumped into the process from a 50-gallon barrel. This is only a temporary procedure and a storage facility will have to be provided in the near future. This storage facility will be provided by one of the following:

A. The original storage tank only after

1) Proper and acceptable inspection and testing.

2) Replumbing to replace galvanized piping.

3) Replacement of valves with ones of proper material.

4) Proper venting.

5) Adequate clean-out inside of tank near bottom.

6) Separate acid and caustic tanks in an acceptable manner.

OR depending on economics and results of above inspection

B. Replace existing tank with one of a smaller size.

1) Size to be determined by yearly use and delivery parameters. Possibly about 1,000 gallons. This is being checked out by our regional office by telephone request of 1-26-76.

2) Tank to be of horizontal design and properly plumbed, vented and lined.

3) Provisions for cleaning and access to be provided in design.

4) To be properly separated from caustic tank.

It was decided that the State would determine if a smaller delivery was practical and acceptable and, if so, the size of tank required. Chem Pure West will then evaluate the costs involved and we will sit down together and determine a course of action.

6. Caustic Tank

A. Chem Pure West to check integrity of tank, venting, piping, et cetera.

B. Chem Pure West to install heater. This was done on 1-22-76.

7. Sand Filter

Clean out sand filter, replace filter screen and provide clean-out in bottom of tank. An item of State's responsibility.

8. Recycle Water System

Provide and install a low water cut-off switch in the final water tank to turn off recycle pumps. An item of Chem Pure West's responsibility. State will furnish a proposed design.

9. Incincerator

Provide and replace fire brick, faulty design. A Chem Pure West responsibility.

Check out Thermo Couples and nozzles and replace. Chem Pure West to provide us with parts list so that spare Thermo Couples and nozzles can be stocked. This is a normal maintenance item and State's responsibility.

10. Spare parts for plant

The following spare parts were reportedly sent to us with the plant, but are not at the plant site:

Analog Board (AB-2-2)	$281.75
Regulator Timing Board (R7-5-2)	213.90
Pre-amp Sensor (for Caustic and Acid)	115.00

Jim King was contacted by telephone on January 26, 1976 and asked to look for these parts at the Grants Pass maintenance shop.

These are spare parts that are not locally available and should be on hand. A failure of one of these items could shut the plant down for a couple of weeks.

11. Hydrogen Peroxide

State will look into feasibility of periodically adding hydrogen perioxide to the system through the trailer dump dosing tanks.

12. Back flow preventer valves

State will inspect and service recycle water back flow preventer valves.

Items 1, 2, 3, 4, 7, 8, and 9, citing corrective action needed, should be done within the next week if at all possible. Some of these require coordinated action between Chem Pure West and the State.

All other items should be completed by the end of February or an acceptable time table for completion developed.

DOC:dh

cc E. S. Hunter
Dean Robbins, Chem Pure West
Alfred Shirley
Keith Martin
Jim King
H. M. Laylor
Pat Curran, DEQ
Glen Green, FHWA

bc G. J. Ballard
D. O. Christensen

7883

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 7883

Salem, Oregon
January 26, 1976

WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. John C. Jenkins
Materials Engineer

SUBJECT:

Manzanita Safety Rest Area
Sewage Disposal Facility
Josephine County
Contract 7883

NOTED
E. S. HUNTER

Thank you for the time and talents of Mr. Laylor during the last two weeks. His presence and observations made at the subject site have already contributed greatly to resolving the problems that have existed within the plant. The information he has gathered will be invaluable to us in the future.

We would like your permission to have Mr. Laylor conduct a one- to two-day inspection of the plant at monthly intervals during the next 12 months. We feel that Mr. Laylor, with his technical background and knowledge of the plant operation, can provide valuable assistance to Mr. Jacobson, our plant operator, during these visits and can supply us with valuable first-hand observations that will help us to evaluate the plant for either acceptance or rejection.

DOC:dh

cc E. S. Hunter
H. S. Coulter

RECEIVED
STATE HWY ENGR
JAN 27 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7883

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

CON 7883

January 12, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Dean Robbins
Chem Pure West
P. O. Box 1008
Salem, OR 97308

NOTED
E. S. HUNTE

Dear Mr. Robbins:

Sewage Disposal Facility
Manzanita Safety Rest Area
Josephine County
Contract 7883

As discussed in your telephone conversation with Mr. Christensen on Friday, January 9, 1976, we will expect a written report putting forth in complete detail the following:

1. Actual procedure in purging the plant and results obtained. Copies of any tests results and observations both before and after purging.

2. Certified test results as to status of activated carbon both before and after rejuvenation.

3. Complete details on all plant modifications, chemicals used, quantities, and test results.

4. Action on your part to assure us that plant will continue to function properly through the one-year trial period, assuming it can pass the preliminary acceptance criteria.

We believe that the necessary testing and the establishment of a satisfactory operating procedure should be completed by January 31, 1976.

The month of February, 1976, shall be considered the preliminary test acceptance month. If the plant operates within the permit, you will receive preliminary acceptance. If the plant does not meet the permit, consideration will be given to enforcing Part III, Article 7 of the original contract.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

DOC:dh

cc E. S. Hunter
C. T. Keasey
Jack Sollis
Alfred Shirley
Keith Martin
H. M. Laylor
Glen L. Green, FHWA
Patrick Curran, DEQ

RECEIVED
STATE HWY ENGR
JAN 12 '76
REFER TO
FOR
Info Invest R/D D/R Sign Act File

7883

FORM 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 7883

January 7, 1976

Salem, Oregon

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

FROM: Duane O. Christensen
Supervising Design Engineer

TO: Mr. Jim Gix
Regional Maintenance Engineer

SUBJECT:

Sewage Facility
Manzanita Safety Rest Area
Josephine Co.

NOTED
E. S. HUNTER

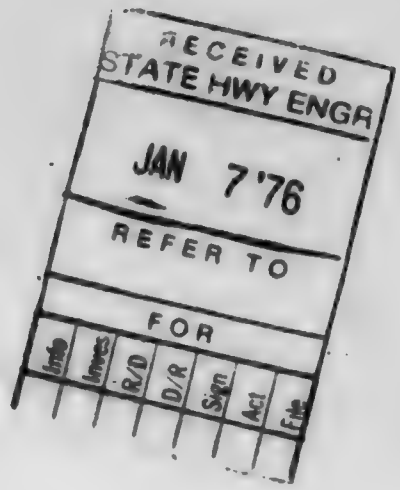
Attached is a letter from the Mueller Mfg. Corp. to Mr. Dean Robbins of Chem-Pure West dated December 31, 1975 and a transmittal letter from Mr. Keith Martin dated January 5, 1976.

In a telephone conversation with Mr. Robbins on Tuesday, January 6, 1976 I questioned the need for the caustic tank heater in the heated building. He felt that a higher temperature was required in the tank over what could be provided by the building radiant heaters. It was indicated to him that if required for proper operation the heater should be installed under their supervision.

According to the original agreement part I, article 9 the " Contractor shall be responsible for all cost of repairs (including parts and labor) and all adjustments and modifications to the facility necessary to maintain the standards outlined in paragraphs 1 and 2, within one-year from the date of preliminary acceptance by State, except for damages to project caused by acts of God."

Mr. Robbins has advised us that Mr. Kennedy of Chem-Pure is sending a man out to purge the plant. During that time the heater should be installed if necessary. Please coordinate this work with Keith and Mr. Robbins.

DOC/ag
Attach.
cc E. S. Hunter
Jack Sollis
Keith Martin
H. M. Laylor (w/encl.)
Glenn Hossner, FHWA (w/encl.)
Dean Robbins, Chem-Pure West



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-15

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

CON 7883

January 6, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Dean Robbins
Chem Pure West
P. O. Box 1008
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Robbins:

Sewage Disposal Facility
Manzanita Safety Rest Area
Josephine County
Contract 7883

In discussions with our Regional office in Roseburg, the following items were discussed and agreed upon:

1. We presently do not have a supply of acid and there is no intention to restock until a new storage facility is provided and it is shown that acid is required to enable the plant to function properly. We feel that any acid required in the proposed testing should be arranged for by Chem Pure. The State will pay for the acid used.

2. The caustic supply in the large tank will be exnausted in the very near future. There is a supply of caustic available in barrels at the plant apparently sufficient to purge it. Here, again, we do not intend to completely restock the tank until we are assured that the plant will function as intended. In the interim it can be filled sufficiently as required to conduct testing necessary to determine if the plant can meet the contract agreement.

3. Upon depletion of the present caustic supply, the rest area will be closed down until satisfactory operation of the treatment facility can be demonstrated.

4. At our December 31, 1975 meeting, we indicated reluctance to reuse the acid storage tank. With further study and discussion we have decided that the present tank is not suitable for reuse and if an acid storage tank is required for further acid use, a new tank of acceptable design will have to be provided. From the safety standpoint any new acid tank should be relocated and isolated at an approved location.

5. As indicated previously, we will cooperate in the testing outlined in Mr. Kennedy's letter if you decide to go ahead with it. We will, however, expect your people to conduct the testing. We do not want our maintenance people manually handling the caustic and acid.

6. Any additional cost over and above normal operating expense, such as additional staff and testing required to debug the system is at your cost. Replacement of the acid tank, if required, will be at no cost to the State.

Very truly yours,
ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

DOC:dh

cc E. S. Hunter
Jack Sollis
Alfred Shirley
Keith Martin
H. M. Laylor
Glenn Hossner, FHWA

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STATE HWY ENGR
JAN 6 '76

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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

CON 7883

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 19, 1975

Mr. Dean Robbins
Chem-Pure West, Inc.
P. O. Box 1008
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Robbins:

Sewage Disposal Facility
Manzanita Safety Rest Area
Pacific Highway
Josephine County
Contract 7883

Attached is one copy each of three reports concerning the explosion that occurred in the sulfuric acid storage tank at the subject facility on November 13, 1975.

These reports are being furnished to you for your information.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

RECEIVED
STATE HWY ENGR
DEC 22 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

DOC:dh
Attachment

cc E. S. Hunter
Jack Sollis
H. S. Coulter
C. T. Keasey
Alfred Shirley
E. T. Cryer, Montgomery Engineering /w/ reports

7883

Coulter

Form 81-734-8030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

December 10, 1975

FILE:

FROM: R. L. ERICKSON
Regional Safety Representative

TO: MEMO TO THE FILE

SUBJECT: Manzanita Safety Rest Area
Sewage Treatment Plant

Info	FOR
Inves	REFER TO
R/D	DEC 18 75
D/R	STATE HWY ENG
Sign	RECEIVED
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File	

NOTED
H. S. COULTER

On December 1, 1975, approximately 8:30 A.M., Willamette Western, a Division of Willamette Tug and Barge Company, arrived with their personnel at the Manzanita Sewage Treatment Plant to begin the task of draining the sulphuric acid tank and subsequently to neutralize the tank. The team consisted of Dennis White, Chemist, MEI-Charlton, Inc.; Harold Zarling, Dave Quental and Keith Roberts all from Willamette Western. This team was under the direction of Keith Roberts. The evening of December 1, 1975, Bob Hamilton, Willamette Western, flew down from Portland and joined the team also.

Highway Division personnel at the plant were Marty Lahler, Al Jacobson, and Bob Erickson.

The team preparations consisted of: (1) Induction of compressed air into the top of the acid storage tank via a hose connection to the flange configuration at the top of the tank vent pipe. This was done to ventilate and purge the tank of hydrogen gas and minimize the possibility of another explosion. (2) The acid pump was removed from the tank and two gallons of sulphuric acid were drawn off. The specific gravity of the acid tested at 1.8 with a hydrometer indicating little if any contamination or dilution of the product. (3) A fire hose was tapped into the water supply line behind the meter located a few feet east of the east perimeter fence for the compound. A "wye" was placed at the end of the hose which contained controls for each supply line attached thereto. One line was to be used to introduce flushing water into the tank and the other for washing acid from personnel or spills that occurred in the plant or immediate area. (4) The acid transfer line was placed on the flange remaining when the tank pump was removed and the other end attached to an acid pump brought along by the team. Another line was run from the acid pump to a Widing Transportation Company tank truck which was to receive the acid. (5) Explosimeter tests were taken of the tank atmosphere which indicated a zero reading on the lower scale. (6) Hydrogen sulfide tests were taken which indicated 2.5-4 ppm at the outside vent pipe.

Personnel safety equipment at the site consisted of: (1) A complete "Wheeler" Acid Suit. (2) Two Scott self contained air packs. (The first day two Scott air packs were also borrowed from the Grants Pass Fire Dept. which were returned that evening). (3) Rain gear. (4) Rubber footwear. (5) Plastic face shields. (6) Rubber gloves. (7) Hydrogen Sulfide tester. (8) A copious supply of water. (9) Explosimeter. (10) Litmus paper.

RECEIVED
DEC 18 1975
Office of
Assistant State Highway Engineer

Public parking in the west parking lot of the Manzanita Safety Rest Area was prohibited during the entire acid transfer and tank neutralization process or for the better part of two days. This was accomplished by placing cantell barricades and cones across the entrance to this parking lot. Parking was permitted in the easterly parking lot and the rest station was kept open. The maximum number of vehicles I observed in the easterly parking lot at one time were six. These were transient vehicles with a stay of short duration.

December 1, 1975

12:43 p.m. - Pumping of the sulphuric acid from the plant tank into the Widing Transportation Company tank truck began. The main acid tank valve was very difficult to open and has apparently experienced some deterioration. There was a small amount of product leak at the main valve. The acid transfer was not fulfilling expectations and although the pump was running acid was not being pumped into the Widing vehicle. This problem was attributed to the main valve being partially closed. The valve was opened more.

12:57 p.m. - The lower service tank is overfilling and there is acid entering the plant from the small vent pipe. A small amount is spraying into the plant. The main valve was closed and pumping continued. The crew was still unable to make an effective acid transfer.

1:01 p.m. - The Widing vehicle was moved forward in an effort to take up the acid line slack and remove the kinks from the line. It was hoped that this action would expedite acid flow.

1:02 p.m. - Approximately 20 gallons of sulphuric acid has been transferred from the storage tank to the Widing vehicle.

1:28 p.m. - Still unable to make an effective transfer of acid from the storage tank to the Widing vehicle. The crew is discussing the possibility of an air lock in the service tank which the acid pump is unable to overcome. There is some speculation about corrosion in the vent line which may have caused the vent line to plug.

1:30 p.m. - The decision is made to shut the plant down and turn off the electricity. Acid leak into the plant has necessitated water flushing of the plant floor. There are electrical lines in conduit on the floor that have been exposed to the flushing. Pumping effort continued.

1:33 p.m. - Al Jacobson has turned the electricity off. The plant is shut down. The recycled water supply to the rest area is expected to last for 1-2 hours. It may become necessary to shut the Rest Area down. Pumping effort is continuing.

1:50 p.m. - The lower elbow fitting on the service tank vent pipe just broke. It is estimated that between 1 and 1.5 gallons of acid have sprayed onto the concrete floor. The crew is flushing the area and preparing to drive a wooden plug into the opening to stop the leak. The wooden plug was successful and the leak has stopped. The Chemist from Charlton fears that pressure is building in the service tank which could rupture the diaphram between the storage and service tanks. If the diaphram ruptures there will be no way to control the acid flow from the storage tank to the service tank. They are currently filling the service tank and pumping from there. With the

inability of the acid pump to make a rapid transfer there could be problems trying to contain the leak where the fitting broke.

3:35 p.m. - Approximately 120 gallons of acid has been transferred to the Widing vehicle. The special acid pump is being removed and a larger pump will be used. Keith Roberts believes the magnetic clutch in the acid pump is not holding due to the viscosity of the acid. At this time the special acid pump does not seem to be able to pump against the acid head pressure in the Widing vehicle.

3:47 p.m. - The larger pump has been installed into the system and there is effective acid transfer. There is a question of how long the bearings and impeller in the pump will last before the acid destroys them. The pump is making a rapid transfer.

4:27 p.m. - According to the calibration for Widing's truck 868 gallons of acid has been transferred from the storage tank into the Widng vehicle. We had calculated there was approximately that amount of product in the tank so it appears that the tank has been drained. The pump is pumping air so any product remaining in the upper and lower tank should be minimal. Keith Roberts and Dennis White calculate that all but about 22 gallons has been drained from the storage tank. The service tank is believed to be empty except for the product remaining in the external piping.

5:20 p.m. - The Widing vehicle has left for Portland and the operations are terminated for December 1, 1975. Tomorrow the crew will flush and neutralize the acid tank.

December 2, 1975

10:35 a.m. - Preparations are complete to introduce water into the service tank and the storage tank to dilute and pump out the remaining acid. The tank has been thoroughly purged with air to remove any hydrogen that may be in the tank. Explosimeter meter readings are near zero. Hydrogen Sulfide tests indicate between 2.5 - 4 ppm in the tank atmosphere. The service tank product level mercury guage has been removed from the tank and a water hose connected to this fitting to provide for induction of water into the service tank which will be flushed first. Marty Lahler indicates a possible exothermal reaction of approximately 200 degrees fahrenheit. Water will be introduced as rapidly as possible and pumped out into the 25,000 gallon underground sewage storage tank.

10:44 a.m. - Just began introducing water into the service tank. All personned were cleared from inside the building. Water was allowed to enter and pump for approximately one minute before people were allowed back into the building. The tank bottom only became as warm to the touch of the hand as holding a warm cup of coffee.

10:55 a.m. - The service tank has been thoroughly flushed without incident. The team is introducing water into the service tank again which when full will force water into the upper tank through the main valve plumbing. A plastic pipe has been placed to the bottom of the storage tank from the top and the acid is being air agitated as the water is introduced. Water will be forced into the

upper tank to about 3 feet depth or as needed for cooling. This procedure was also accomplished without incident. Again the storage tank generated about the same heat to the touch as the service tank generated. The acid and water mixture was then pumped out into the underground sewage storage tank.

11:50 a.m. - Began the second flush of water into the storage tank. Approximately 1,000 gallons of water was placed in the tank and then pumped out into the underground sewage storage tank.

1:00 p.m. - Inside of tank is being sprayed with water through the manhole on top of the tank.

2:10 p.m. - Still in the process of filling the storage tank through the manhole. The tank will be filled and then caustic soda added to neutralize the acid.

2:15 p.m. - The pH is approximately 5 in the service tank. Caustic soda, 100 milliliters has been added to the service tank.

2:30 p.m. - Another 100 milliliters of caustic soda has been added to the service tank.

2:38 p.m. - The pH in the service tank is now an acceptable 7.

2:55 p.m. - Approximately a gallon and a half of caustic soda was added to the storage tank.

3:08 p.m. - The pH in the storage tank is 1 or less. The decision was made to pump caustic soda through a line leading from the caustic soda tank pump directly into the top of the acid tank. This was considered to be safer than handling the caustic soda with plastic pails. Preparations were begun to make this change.

3:38 p.m. - Caustic soda is being pumped directly from the caustic soda tank via a plastic pipe into the sulphuric acid storage tank. The caustic soda is being introduced through the acid tank manhole.

4:03 p.m. - The crew curtailed the transfer of caustic soda into the acid tank. It is estimated that approximately 20 plus gallons of caustic soda was placed into the sulphuric acid storage tank.

4:05 p.m. - The pH at the coupling of the storage tank is 11. The main transfer valve has been leaking profusely for some time and will require replacement if the acid tank is to be used again.

4:15 p.m - The pH in the mens toilet bowl in the north rest station, southbound unit, is between 8.5 and 9. No danger to the motoring public according to Marty Lahler.

The crew began pumping the solution from the acid storage tank into the underground sewage storage tank.

5:45 p.m. - The solution has been pumped from the acid storage tank; however, the pH is still less than 1 in the storage tank. There is some sludge visable in the storage tank.

7:10 p.m. - Additional caustic soda was added to the tank to bring the pH in the service tank and the storage tank up to about 11. The decision was made to let the pH remain around 11 overnight and then flush and drain tomorrow to determine the pH then.

7:30 p.m. - The operation was curtailed for December 2, 1975. The crew will return in the morning to complete the neutralization process.

December 3, 1975

8:00 a.m. - The pH in the tank was 11.

8:20 a.m. - The crew pumped the remaining solution in the acid tank out into the sewage storage tank and then began spraying the interior walls of the acid tank with water. Once this is completed, the pH will be tested in the tank again to insure we have an acceptable limit.

8:50 a.m. - The pH in both the service tank and the storage tank is 9. This pH was determined acceptable by the Chemists. The rinse water is being pumped out into the sewage storage tank. The tank is neutralized. Cleanup and storage of equipment by the crew is beginning.

As I recall, the crew of Willamette Western left the plant at approximately 9:30 A.M.

Visual inspection of the acid storage tank interior through the manhole revealed some rust. The rust progressed in the tank from none on the bottom to a heavier scale formation on the upper walls. The rust appears to be most profound where there has not been acid contact with the walls for several months. Rings which protrude into the tank about one inch were observed around the diameter where each tank section was welded together. It was not possible to determine if the tank wall thickness changed at the weld where the rings were present or if the rings are a welding back plate. The diaphram dividing the tank into the upper storage section and a lower service section was concave while viewed from above. Although it is difficult to determine the distortion, it appears to be between 1-2 inches at the center. There is a dielectrically insulated sensor rod of approximately 3/8" diameter which protrudes from the top of the tank to within about 3 feet above the diaphram. The diaphram contained a pool of clear water that could not be pumped out of the tank due to the location and construction of the outlet. The quantity of water retained by the tank is approximately 20 gallons. The tank was left open to the atmosphere so it is possible that corrosion will accelerate.

The weather during most of the operation was overcast, temperature mild, and no rain.

The safety procedures during the operation were good. Mr. White, the Chemist on the team, reminded the people of the necessary personal protection devices when a reminder was necessary.

At one time during the first day one of the team members managed to get some sulphuric acid in the hair on top of his head. The man immediately rinsed his head with water and did not receive a burn to my knowledge. There was no burn that was perceptable to me.

Al Jacobson, plant operator, was asked to have a fitting made which will enable him to attach a garden hose to the acid supply line from the tank to the plant so the line may be cleared of acid. This is a precautionary measure in the event someone disassembles the line in the future.

In conclusion, I believe it was necessary from a safety viewpoint to drain and neutralize the tank--both in the interest of the plant operator and the public which utilizes the adjacent Rest Area. Before the tank is placed back into the service for which it is intended, I recommend: (1) pressure testing to insure it's integrity, (2) the cause of the explosion be determined and corrective action taken to prevent recurrence, (3) the tank plumbing be checked for galvanized pipe, (4) the main transfer valve be replaced with a unit that opens with less difficulty, (5) A method to completely drain the upper storage tank without draining through the service tank be devised and installed, (6) the tank be physically separated from the caustic soda tank to insure the two materials are not allowed to migrate together in the event of a mishap where both tanks are ruptured or the plumbing of both fails simultaneously, (7) the vent pipes, or overflow pipes, as the case may be, should be separated so the sulphuric acid and caustic soda do not discharge into a common drain or area, and (8) the vent pipe should be altered to permit venting of any hydrogen gas formed in the tank. All precautions available should be taken to prevent these highly reactive materials from being united.

Note: All references to time contained herein are approximate as taken from my wrist watch.

RLE/dd

7882

STATE HIGHWAY DIVISION

Salem, Oregon
December 9, 1975

FILE:

NOTED
H. S. COULTER

FROM: H. M. Laylor

TO: MEMO TO THE FILES

SUBJECT: Draining and Decontaminating Sulfuric Acid Tank for Manzanita Rest Area Sewage Treatment Plant

Monday, Dec. 1

8:00 a.m.

I have met the crew from Willamette Tug and Barge at the Manzanita SRA. Keith Roberts is the Crew Manager and is accompanied by Dennis White, Research Chemist from Metallurgical Engineers, Inc - Charleton Labs (MEI). Bob Erickson, Region 3 Safety Representative and Jack Ayres from Region 3 Headquarters, joined us shortly after 8:00.

9:00 a.m.

The equipment for pumping and safety has been unloaded. The tank and vent systems have been checked with explosiometers by both Bob and Dennis. No dangerous levels of explosive or toxic gases are found. Periodic checks for both explosive and toxic gases will be made during the pumping and cleaning operations.

Dennis has gone over his game plan with me. I think his procedure is well thought out and flexible enough to allow for unanticipated problems.

10:00 a.m.

Air has been introduced into the top of one tank for purging of any gases to the atmosphere outside of the building. The acid pump has been removed and 2 gallons of acid collected from the piping. Connection to the transfer pump has been made from the flange that the acid pump was connected to. The specific gravity of the acid is checked and found to be 1.8. This level indicates that no significant dilution of the acid has occurred and that the previous estimate of the cause of the explosion being due to Hydrogen gas is correct.

The pump for making the transfer is an all PVC pump with magnetic coupling between the motor and impeller.

The vent for the lower section of the tank has been plugged and the top section will be pumped first.

12:15 p.m.

Widing Transfer Company truck has arrived and hook-up has been completed. Disposal of the acid has been arranged and approved by DEQ.

RECEIVED
DEC 10 1975
Office of
Assistant State Highway Engineer

12:40 p.m.

Pumping has started and is proceeding very slowly.

12:57 p.m.

The elbow on the lower tank vent line has developed a leak.

1:45 p.m.

The valve from the top of the tank has been closed. The elbow breaks off when removal is attempted and the leak is controlled with a hardwood plug. All power to the area has been shut off since acid is now in contact with the aluminum conduit.

1:55 p.m.

The area has been hosed down and pumping resumed. The failure of the elbow appears to have been initiated by crevice corrosion. Pumping has been resumed.

3:00 p.m.

Pumping is proceeding very slowly. 125 gallons have been transferred. The decision has been made to change over to a high capacity conventional pump with a cast aluminum outer housing fitted to a cast iron inner housing. The impeller is the open trash type driven by a 2-1/2 hp gasoline engine.

3:30 p.m.

Pumping is started and very good transfer is being obtained.

4:00 p.m.

The top section has been emptied and pumping of the bottom section has begun. The wood plug has been removed to vent lower section.

4:30 p.m.

Pumping the bottom section is completed and approximately 870 gallons have been pumped. Clean-up is underway and dilution of residual acid with subsequent neutralization will take place tomorrow.

Tuesday, Dec. 2

8:00 a.m.

Bob Hamilton from Willamette Western in Portland joined us for the decontamination phase. Jack Ayres called and suggested we dump the diluted acid directly into the sump. I checked the parameters and discussed it with Dennis and Al Jacobsen, the plant operator. The sump has a 25,000 gallon capacity and has less than 5000 gallons in it. The amount of dilution should keep the pH at a safe level. The plant will neutralize the water in the sump within 24 to 36 hours. If the pH gets too low we can add

solution directly to the sump and air-mix. Final decision to go ahead this way will have to be made by Keith Roberts.

9:30 a.m.

Keith has no objections. I informed Jack by phone and cancelled the truck.

10:30 a.m.

The set up is now complete for purging the bottom section of the tank. The acid level indicator has been removed and its opening is being used to introduce the water. The vent pipe hole has been re-threaded and fitted with black pipe to a drain which goes directly to the sump. The major portion of water will be removed by pump directly to the sump.

10:55 a.m.

The bottom section purge was accomplished without difficulty. Only very minor heat was generated. The bottom section will now be the source for the top dilution water.

11:15 a.m.

The air agitation tube is in place. The air will enter the tank very near the bottom. Air is started and explosiometer readings are low.

11:40 a.m.

The initial dilution is complete. There were no problems and only minor heat was generated. We are ready to pump the diluted acid. The sump pH is 7 to 8. The top hatch has been opened and the tank shows no evidence of ever being lined.

11:55 a.m.

First dilution water has been pumped to the sump and second dilution has been started. The sump pH after mixing is 3 to 4.

12:30 p.m.

Washing down of the sides of the tank has started.

1:00 p.m.

Wash-down is completed and second pump-down has been started.

1:30 p.m.

Filling of the top section from the top has been started. Neutralization of bottom section is started. We are introducing caustic solution and filling. This will continue until water from the vent pipe indicates the pH is 8 or above and stable. Air agitation continues in the top tank.

2:00 p.m.

Two 100 ml additions of caustic solution have raised the pH of the lower tank to a value of 8.

3:00 p.m.

The filling of the top section is completed. The pH is less than 1 and this indicates at least 20 gallons of caustic solution will be required.

3:45 p.m.

A direct line hook-up has been made between the caustic tank and the top of the acid tank for neutralization. The pump is calibrated by measuring the time required to transfer 1 gallon into a bucket on top of the acid tank.

4:05 p.m.

After adding approximately 22 gallons of caustic solution, the pH of the water at the top and bottom of the tank is 11.

4:15 p.m.

Pumping has been started. The tank is being rinsed continually.

5:30 p.m.

The pump-down is complete but the effluent pH is back down to pH 1. This is most likely due to the fact that the tank had corroded very badly at the bottom and a large volume of residue (ferrous and ferric sulfate) was generated. The acid is trapped in the residue and not neutralized.

In order to break up the residue a booster pump is put into the water supply line and a high pressure nozzle is used. Small additions of caustic solution will be added until the pH is raised above 8.

6:15 p.m.

We are now finishing the bottom tank with effluent from the top tank which is about pH 11. The pH in the bottom tank is again about 1.

6:30 p.m.

The pH in both the top and bottom tank is now 10 to 11. We will hold this solution overnight and check it in the morning to see if the residue is broken up and neutralized.

7:00 p.m.

The pumps in the sump kicked on, indicating the plant should be started. The sump pH is 1 to 2. This is low but should not do any damage before we get the plant back into operation tomorrow. The upper tank requires further neutralization so another addition of the caustic solution is made.

Wednesday, Dec. 3

8:00 a.m.

Both top and bottom tanks are at pH 11. Pumping and spray cleaning is started.

8:45 a.m.

The addition of about 200 gallons of water and draining shows a pH of 8. This indicates the tank is satisfactorily neutralized.

9:00 a.m.

Wash down and clean up is completed. The plant is being put back into operation to take care of the material in the sump. I estimate that it required over 15000 gallons of water to complete the operation.

10:00 a.m.

The plant is back in operation and the effluent pH is 9.6 to 10.

NOTES: 12-1

The elbow on the bottom vent pipe was very near failure and would have failed in the near future. This could have caused a small acid spill during routine transfer.

The large valve for acid transfer from the storage section to the working section was very badly deteriorated and will require replacement in the near future. This will require emptying the tank.

NOTES: 12-2

Because of the amount of sludge removed from the bottom of the tank, it seems impossible that any metering or indicating device could have worked properly.

The plate that separates the top and bottom portions of the tank is definitely concave. There is no indication from our drawings that it was so designed.

Gross corrosion on most fittings is evident.

NOTES: 12-3

A vertical acid tank should be lined. An unlined tank will always have a residue build-up and require periodic cleaning. Discharge from the bottom of the tank and cleaning from the top creates an unnecessary risk to the personnel doing the job. In order to control Hydrogen gas build-up it is necessary to circulate large amounts of air from the bottom to the top of the tank. This requires the crew to work with this air escaping through the manhole directly in their face. This increases the chance of being gassed or splashed.

The venting on the tank did not permit rapid diffusion of Hydrogen gas and an explosive atmosphere was easily obtained. Five days after the explosion the top of the tank was vented directly to the atmosphere to permit the Hydrogen gas to diffuse out. When the tank was uncapped, air explosiometer readings were taken, and found to be at 85% of explosive mixture.

The piping from the storage section to the operating supply and the acid pump was poorly designed. The pipe from the bottom of the tank was welded in place and no reasonable way for draining the operating supply section from the lowest point in the piping was available. A small plug was evidently put in for draining but its position and corrosion made removal impossible.

Any need to replace or repair any part of the transfer line, which was badly deteriorated, would have required draining and cleaning of the tank.
All piping and valving should have been made of a material like 316 stainless. Putting stainless valved in steel lines is asking for unnecessary corrosion.

If replacement of the acid tank is considered, a horizontal tank should be properly installed and placed in an area isolated from the caustic solution tank.

HML:lt

cc: H. S. Coulter
W. J. Hart
A. Shirley
K. Martin

7883

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

December 8, 1975

Salem, Oregon

FILE: CON 7883

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Memorandum to the Files

SUBJECT:

Manzanita SRA
Sewage Disposal Facility
Temporary Treatment

NOTED
H. S. COULTER

NOTED
E. S. HUNTER

Today I contacted Roy Norton, Director of Public Works, City of Grants Pass, relative to treatment of SRA sewage in the event we have the contractor remove the existing plant because of nonperformance.

He indicated that the City Sewage Treatment Facility will accept sewage trucked from a SRA holding tank. The City may require some primary chemical treatment of the sewage while in the holding tank.

There appears to be two alternates to future treatment of sewage if the existing plant is abandoned: (1) Pump septic tank effluent to City of Grants Pass facility, (2) Negotiate with proposed nearby County Junior High School for a joint use facility (3) Install separate lagoon for SRA.

Roy indicated that the City will accept effluent from the SRA. His estimate of an initial operational date for a sewage facility for the Junior High School is fall of 1977. He will check and advise as to current scheduled date. Possibility of using a separate lagoon for the SRA would require approval of DEQ.

RWE/ag

cc Roy Norton
E. S. Hunter
A. Shirley
D. H. Moehring
K. Martin
J. Sollis

RECEIVED
STATE HWY ENGR
DEC 10 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DEC 11 1975
Office of
Assistant State Highway Engineer

.7883

200-H

October 23, 1975

Mr. Dean Robbins
Chem-Pure West, Inc.
P. O. Box 1008
Salem, OR 97308

Dear Mr. Robbins:

Sewage Disposal Facility
Manzanita Safety Rest Area
Pacific Highway
Josephine County
Contract 7883

We recently received a letter, a copy of which is attached, from Mr. Sterling Kennedy concerning the relationship between Chem Pure, Inc. of St. Louis, Missouri and Chem Pure West, Inc., of Oregon, and various aspects of the operation of the sewage disposal facility. Mr. Kennedy pointed out in his letter that there was absolutely no connection between the two firms. In light of this, all further communications on this project will be addressed to you. Mr. Kennedy's letter discusses several points to which we would like to respond:

1. Protection of the Plant From the Elements.

During initial discussion with Chem Pure's representatives, indications were that the plant did not require a building enclosure for protection. However, because of the building's location, concern about protection against vandalism and other enclosure needs for storage, testing and operator facilities, it was decided to enclose the facility.

To our knowledge, no directions or instructions were ever given to us concerning a temporary need for protection from the elements prior to having it enclosed by the building.

2. Excessive Time Spent by Factory Personnel at Job Site to Assist in Erection and Training of Operators.

Our contract with Chem Pure West, Inc. did not contain

a time limitation on erection and supervision time. It did contain the following in regard to operator training:

> "The training shall be conducted for a length of time necessary to ensure that the State's personnel are capable of operation and maintenance of the entire facility, but the training period is not to exceed four days without additional compensation."

This training period was established by Chem Pure as being adequate. The initial selection of personnel to operate the plant was changed part way through the training and a new operator selected. Keith Martin, the Resident Engineer, arranged for a three-day training period; however, only a day and a half of this was actually utilized by Chem Pure. It can only be assumed that Chem Pure at that time felt the new operator was capable of operating and maintaining the entire facility.

3. Plant Warranty.

Notwithstanding the contract between Chem Pure, Inc., of St. Louis and Chem Pure West, Inc., of Oregon, our agreement with Chem Pure West, Inc. states:

> "Contractor shall be responsible for all costs of repairs (including parts and labor) and all adjustments and modifications to the facility necessary to maintain the standards outlined in paragraphs 1 and 2, within one year from the date of preliminary acceptance by State, except for damages to project caused by Acts of God."

4. Plant Recycle Capability.

Our agreement with Chem Pure West, Inc., states in Part I, 2 c and d:

> "c. Recycle treated effluent to toilet buildings for flushing of urinals and toilets. State to provide water lines as outlined in Part II. Contractor to furnish required pumps and hydrocells.
>
> "d. Waste surplus effluent by irrigation. State to provide sewage lines as outlined in Part II."

This means that during low flows all treated effluent will be recirculated unless there is no demand. The agreement does not

state, nor at any time did Chem Pure indicate, that if flows got down to a certain level recirculation could not be permitted for proper operation of the plant. Our original reason for selecting a physical-chemical system was because it was supposed to be able to function under a wide range of flows as experienced at a safety rest area.

5. Plant Operation.

We are pleased with the modifications and repair work done on the mechanical equipment and your present concern to get the plant into an operational mode that will meet all requirements of the contract. It is unfortunate this did not start six months earlier, when increased summer flows would have greatly expedited the plant shakedown.

6. Alum and Polymer Solution Pumps.

It appears that the pumps presently in use are of sufficient size but due to malfunctions cannot be adjusted properly to add the required amount of solutions. Again referring to the contract, as quoted in Item 3 above, it is your responsibility to rectify the matter.

The testing proposed by you at the meeting held in Keith Martin's office on October 7, 1975 should help to answer the questions that many have concerning the possibility of the plant ever meeting Department of Environmental Quality and contract requirements. Please keep us informed of the progress on this matter.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachment

cc Mr. Sterling R. Kennedy
Chem Pure, Inc.
3460 Hollenberg Drive
Bridgeton, St. Louis County,
Missouri 63044

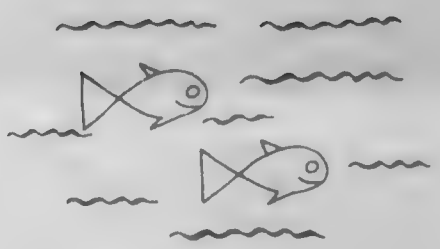
bc F. B. Klaboe
Jack Sollis (enc.)
H. S. Coulter "
Walt Hart
C. T. Keasey "
Alfred Shirley "

DOC:dh ja

CHEM PURE Inc.

A WHOLLY OWNED SUBSIDIARY OF STERLING ENTERPRISES

STERLING R. KENNEDY P. E.
PRESIDENT



September 25, 1975

RECEIVED
STATE HWY ENGR
OCT 2'75
REFER TO
Ehart
FOR
Info | Inves | R/D | D/R | Sign | Act | File
X

RECEIVED
OCT 3 1975
BRIDGE SECTION

Mr. E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
Room 140
State Highway Building
Salem, Oregon 97310

RE: CHEM PURE SEWAGE DISPOSAL PLANT
MANZANITA SAFETY REST AREA
PACIFIC HIGHWAY, JOSEPHINE COUNTY

Dear Sir:

This letter is in answer to your previous letter and a confirmation of our telephone conversation concerning the CHEM PURE sewage disposal plant at the Manzanita Safety Rest Area.

I would like to call to your attention the fact that CHEM PURE, INC. of St. Louis, Missouri and Chem Pure West, Inc., of Oregon have absolutely NO connection. They are entirely independent separate corporations with NO common stockholders, principals, or directors.

The contract order for selling said plant to Chem Pure West, Inc. was signed May 17, 1973 (copy enclosed). It also calls for plant completion and delivery within three (3) months after signing. The plant was completed and ready for shipment on schedule. However, shipment was delayed about six (6) months at the request of Chem Pure West, Inc., because the State did not have the SITE prepared.

The plant was shipped the last week in November and erected the first week in December 1973. The plant was to have a cover building for protection from the elements, this was not completed for many months, therefore, the plant sat in the open all winter and spring. The plant was started (to operate) in August 1974.

Our factory man spent some 35 days there assisting in the final erection and piping of the plant. (The contract called for only 4 days of supervision.) Our plant operator also helped in the erection plus spent some 21 days there operating the plant and attempting to train operators. (The contract called for only 3 days of operational training.)

3460 Hollenberg Drive Bridgeton, St. Louis County, Missouri 63044 Telephone 314/739-0440

NOTED
D. O. Christensen

CLEAN WATER

NOTED
R. W. ELLISON
NOTED
W. J. HART

In addition, after several months our operator was sent back to Oregon for 14 days to assist in the reactivation of the carbon. During this time new type screens were put in the carbon columns. After a four or five month period our operator was sent back to Oregon for 5 days once again to assist in the reactivation of the carbon columns. All of this time spent was in addition to the contract specifications.

The plant will have been set-up erected at the Manzanita site for two (2) years this December 4, 1975. Our contract called for a one year warranty after erection. We feel we have more than performed our obligation in parts, training, time and advice. (We have trained two (2) sets of maintenance men).

To date we have not been paid as per our contract. This is $4,810.85 still due the balance of the money due us from Chem Pure West, Inc., on the sale price of plant, not including extras.

The requirement for plant design furnished us was for a plant that would handle a flow of 35,000 gal. per day domestic type sewage, with the capability of recycling 15,000 gallons back to toilets and urinals for reuse. The balance of the flow was to be disbursed through spray irrigation. This flow determined the automatic settings of the machine. Actually, the sewage flow was less than 5,000 gallons per day,and some 20 to 25,000 gallons per day was being recycled continuously. This caused a build up of salts, (sulfates) sodium, etc. which in turn affected the test results of the effluent.

It is my suggestion that the plant be reprogramed for a 3 hour on, 3 hour off, continuous repeating program, with use of spray irrigation and some additional makeup water added to supplement the present sewage shortage. We are willing to send a factory man to Oregon to reprogram the machine at our cost.

A study of the test results of the plants effluent indicate the flow problems I have indicated. The winter months show a large build-up of dissolved solids (sulfates, sodium and salts) which indicates excessive recycling. The one high BOD reading was caused when the computed tape broke or was accidentally broken which opened ALL sludge valves and drained all the sludge back to the sewage sump which in turn pumped it back through the machine over and over again. This type of accident would naturally disrupt normal operation for several days to a week or more.

The draw off pipes in the water tank were causing a rust problem. They have been replaced with PVC and the rust problem has been corrected.

RECEIVED
OCT 3 1975
BRIDGE SECTION

We have sent (several weeks ago) a new heater for the caustic storage tank. We have in the past supplied various items for the plant at our cost. In addition, spare parts for valves and pumps were furnished and left at the plat site when erection and start-up was completed.

Replacement pumps for the alum and polymer solutions are needed. Apparently the repair and replacement kits have been used or lost.

The pumps needed are:

GORMAN-RUPP IND.
BELLVIEW, OHIO 44813 USA

Two (2) East #m-13300-8
1" Bellows
39 R.P.M. 200 ML/MIN.
Cost $113.00 each

The Oregon State Highway Department can probably purchase these pumps and kits direct from the factory outlet at less cost than we could furnish them to you.

I sincerely belive that if the plant is operated properly and with a balance flow of make up sewage or water its results will equal or surpass any plant in the country.

We intend to meet with the various people concerned at the Manzanita plant site after the 1st of October to reprogram the plant and suggest ways to improve operation.

The replacement of the two chemical solution pumps I designated is extremely important to the proper operating of the plant. I hope you have already ordered them.

Yours truly,

CHEM-PURE, INC.

Sterling R. Kennedy, P.E.
President

SRK/cam

Enclosures

...Bridgeton, Mo.
...Hollenberg Drive
...geton (St. Louis), Mo. 63044
...Phone (314) 739-0440

Proposal by
Dated 3 April 1973
Job Name Manzanita Park - OREGON
Plant Size Gal. 50,000 G.P.D.

P U R C H A S E C O N T R A C T

This proposal shall become a binding contract between Seller (CHEM PURE, INC.), a Missouri Corporation, with its principal office at 3460 Hollenberg Drive, Bridgeton (St. Louis, Missouri), and Buyer, CHEM PURE WEST, INC.

(described on signature line) only when accepted and signed by Buyer, and when approved and signed by an authorized officer of the Seller, at its principal office in St. Louis, Missouri, for the purchase of the merchandise described in Paragraph No. 1 attached hereto and incorporated herein by this reference.

W I T N E S S E T H:

That for an in consideration of One Dollar ($1.00) cash in hand paid and other good and valuable considerations including the covenants and agreements contained herein, the Seller agrees to manufacture, and sell and the Buyer agrees to pay for the equipment of the kind and quality and for the price and terms and upon and under the provisions, terms and conditions hereinafter set forth.

1. SALE. The Seller shall cause to be manufactured and shall sell to the Buyer the following described equipment.

ONE (1) _____ Type 50,000 G.P.D. "CHEM PURE, INC." Waste Water Processing Plant, Serial # OR-50-SP-T-1-73

2. DELIVERY. Delivery shall be made by the Seller F.O.B., job site destination.

THREE (3) months after order acceptance date.

3.a. PRICE. The purchase price is $($4250. + $2997. + $69970.)= $77,217. which includes a Waste Water Processing Machine consisting of items as listed on the manufacturers order list and made a part of this contract.

3.b. PAYMENT. Buyer shall pay $ 100.00 with this

That for an in consideration of One Dollar ($1.00) cash in hand paid and other good and valuable considerations including the covenants and agreements contained herein, the Seller agrees to manufacture, and sell and the Buyer agrees to pay for the equipment of the kind and quality and for the price and terms and upon and under the provisions, terms and conditions hereinafter set forth.

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3.a. PRICE. The purchase price is $($4250. + $2997. + $69970.)= $77,217. which includes a Waste Water Processing Machine consisting of items as listed on the manufacturers order list and made a part of this contract.

3.b. PAYMENT. Buyer shall pay $ 100.00 _____ with this purchase contract and Buyer further agrees to pay 80% of all bills presented by Seller for material, labor, overhead, and profit within 14 days after billing and 90% of remaining balance within 14 days after date of billing presented at start up of the plant

and the balance (100) of monies due within 14 days of final billing which shall be 30 days after start up.

3.c. In addition, Buyer will immediately pay Seller the amount of any applicable Sales, Use, Gross Receipts or other tax, assessments or charge which may be imposed on this transaction by Federal, State, County, Municipal and/or governmental authority; and any and all cost resulting from delivery of equipment shall be borne by the seller and/or carrier. Seller shall in no case be held responsible for demurrage or storage charges at destination.

4. CONTINGENCIES. The Seller shall not be responsible or liable for any delays in the manufacture or delivery of the above described equipment due to the failure of Buyer to make payments of money at designated times or to fires, floods, storms, strikes, labor disputes, war, acts of public enemies, mobs or rioters, civil commotion or uprising, shortage of labor, fuel or materials, breakage of machinery, transportation embargoes, governmental regulations or orders, perils of navigation or any other cause or causes beyond the control of the Seller, including acts of God. The existance of any of the above causes shall extend the time of performance on the part of the Seller to such extent as may be necessary to enable it to complete manufacture and/or make delivery in the exercise of reasonable diligence after the cause or causes of delay have been removed.

5. WARRANTIES. The Seller warrants the above described equipment shall be free from defects of material and workmanship for a period of twelve (12) months from the date of delivery. In the event that defects in material or workmanship develop within said twelve (12) month period then Seller shall, without cost to the Buyer, remedy said defects. There are no other warranties either expressed or implied and there is no implied warranty of merchantability.

5.a. SERVICE WARRANTY. The Seller will furnish a man for FOUR (4) days to supervise the erection of said plant. The Seller will also furnish a man for 3 days to supervise plant start up and operation. In the event said man is retained on the job for more than the above specified days, the Seller shall be reimbursed at

and/or make delivery in the exercise of reasonable diligence after the cause or causes of delay have been removed.

5. WARRANTIES. The Seller warrants the above described equipment shall be free from defects of material and workmanship for a period of twelve (12) months from the date of delivery. In the event that defects in material or workmanship develop within said twelve (12) month period then Seller shall, witnout cost to the Buyer, remedy said defects. There are no other warranties either expressed or implied and there is no implied warranty of merchantability.

5.a. SERVICE WARRANTY. The Seller will furnish a man for FOUR (4) days to supervise the erection of said plant. The Seller will also furnish a man for 3 days to supervise plant start up and operation. In the event said man is retained on the job for more than the above specified days, the Seller shall be reimbursed at the rate of $ $100.00 per day per man. If this involves an additional trip from St. Louis, air transportation will also be charged to the seller.

6. Responsibility for loss or damage shall be Sellers from the time of shipment. Buyer shall be responsible for care and maintenance of equipment after delivery F.O.B. point of shipment.

7. In the event Buyer defaults or cancels the contract or any part thereof, Buyer agrees to reimburse Seller for all costs incurred plus a margin of ten per cent up to the date of partial or complete cancellation.

8. Seller will not accept any charge for modification, servicing, adjustment or for any other item without authority in the form of a Purchase Order issued from the principal office at St. Louis, Missouri, in advance of doing the work.

9. TITLE. It is expressly agreed that the title to the above described equipment and all repairs and extra parts furnished, shall remain in the Sellers name until the purchase price provided for above is paid in full. If default be made in the payment of the purchase price or in the event of the Buyer's death, dissolution, termination of existence, insolvency, business failure, appointment of a receiver, of any part of the property or assignment for the benefit of creditors by, or the commencement or any proceeding under any bankruptcy or insolvency laws by or against Buyer; thereupon, or any time thereafter (Such default not having previously been cured) Seller at its option may declare the balance of the purchase price then unpaid, immediately due and payable and shall have the remedies for a Secured Party under the laws of the State of Missouri, including but without limitation thereto, the right to take possession of the above described equipment and all additions thereto and for that purpose the Seller may, so far as Buyer may give authority therefore, enter upon any premises upon which said equipment or any part thereof may be situated and remove the same therefrom; or Seller may require Buyer to make the equipment available to the Seller at a place to be designated by Seller at the time of repossession which is reasonably convenient to both parties.

10.a. MISCELLANEOUS. This contract shall be binding upon and shall inure to the benefit of the parties, their respective heirs,

of existence, insolvency, business [illegible]
of any part of the property or assignment for the benefit of creditors
[illegible], or the commencement or any proceeding under any bankruptcy or
insolvency laws by or against Buyer; thereupon, or any time thereafter
(such default not having previously been cured) Seller at its option
... declare the balance of the purchase price then unpaid, immediately
... and payable and shall have the remedies for a Secured Party under
... laws of the State of Missouri, including but without limitation
...reto, the right to take possession of the above described equipment
... all additions thereto and for that purpose the Seller may, so far
... Buyer may give authority therefore, enter upon any premises upon
...hich said equipment or any part thereof may be situated and remove
the same therefrom; or Seller may require Buyer to make the equipment
available to the Seller at a place to be designated by Seller at the
time of repossession which is reasonably convenient to both parties.

10.a. MISCELLANEOUS. This contract shall be binding upon and
shall inure to the benefit of the parties, their respective heirs,
administrators, successors and assigns, provided that Buyer may not
assign this contract, or any part thereof, without the prior written
consent of the Seller. The Seller and Buyer further expressly agree
that all rights and duties under this contract shall be governed by

laws of the State of Missouri, this transaction bearing a reasonable relation to said State.

10.b. Buyer agrees to save and hold harmless the Seller from any and all liability which it may incur hereafter arising out of the failure, if any, of the Buyer to meet the requirements imposed upon it by this contract including cost of defense and attorney's fees and offense and attorney's fees.

IN WITNESS WHEREOF, the Buyers hereto have subscribed their hands this 17th day of May 1973.

BUYER

CHEM PURE WEST, INC.

ATTEST:

Secretary

by

President

CHEM PURE WEST, INC.

by

Vice President

I, Thomas B. Hill Jr. and Arch Allen in consideration of the covenants, representations and promises above in this agreement do hereby individually and personally guarantee the full performance of this agreement and purchase contract and do agree to be personally bound by the terms and conditions of said agreement and failure, if any, of the said parties to perform here under.

Witness my hand and seal this 17th day of May 1973.

Thomas B. Hill Jr.

Arch Allen

_____

In acceptance, the Seller's have subscribed their hands this 17th day of May 197__.

CHEM PURE, INC.

by Thomas B. Hill Jr.
Vice President

I, Thomas B. Hill Jr. and Arch Cullum
in consideration of the covenants, representations and promises above in this agreement do hereby individually and personally guarantee the full performance of this agreement and purchase contract and do agree to be personally bound by the terms and conditions of said agreement and failure, if any, of the said parties to perform here under.

Witness my hand and seal this 17th day of May 1973.

Thomas B. Hill Jr.

Arch Cullum

_____

In acceptance, the Seller's have subscribed their hands this 17th day of May 197__.

CHEM PURE, INC.

by Sterling R Kennedy
President

WITNESSED BY:

7883

FORM 81.714 10/70

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 7883

Salem, Oregon
October 22, 1975

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. Alfred Shirley
Regional Engineer

SUBJECT:
Manzanita Safety Rest Area
Sewage Treatment Facility
Josephine County
Contract 7883

NOTED
E. S. HUNTER

This is to remind you of the detailed report required to be submitted to DEQ by March 1, 1976. This date is fast approaching. While we have considerable information for the report, there are many items still required which must come from your office. For a listing of these items, please refer to our letter to Jim Gix, dated June 6, 1975, and page 2 of DEQ permit number 2268 for the subject plant.

This material should be in our office by November 10, 1975 and should include all items through September 30, 1975.

We would also like to know the status of the detailed program for sludge handling and disposal as required in item 8, on page 3 of the current DEQ permit.

DOC:dh

cc E. S. Hunter
James Gix
J. X. Wilson
G. Thornton
Keith Martin

RECEIVED
STATE HWY ENGR
OCT 23 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7813

FORM 81-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Manzanita Safety Rest Area Sewage Disposal Facility		WEEK ENDING: September 27, 1975
HIGHWAY: Pacific		SECTION PREFIX: 617-1077
		COUNTY: Josephine
NAME OF JOB: Manzanita Safety Rest Area	KIND OF WORK: Sewage Treatment Plant	
CONTRACTOR: Chem-Pure West, Inc.	CONTRACT NUMBER: 7883	FEDERAL AID PROJECT NUMBER: I-5-2(73)64
DATE OF CONTRACT: April 6, 1973	DATE WORK STARTED: September 29, 1973	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 361	CALENDAR DAYS USED 361
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $	ENGINEERING AUTHORIZATION $	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $218,380.00		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $218,380.00	ENGINEERING COST TO DATE $21,666.44	DATE PROJECT WAS COMPLETED: September 11, 1974
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	This Week / PERCENT OF AUTHORIZATION 48.80 ____%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 21	Clear, warm	0		
MONDAY 22	Clear, warm	0		
TUESDAY 23	Hazy, warm	0		
WEDNESDAY 24	Hazy, warm	0		
THURSDAY 25	Clear, warm	0		
FRIDAY 26	Clear, warm	0		
SATURDAY 27	Clear, warm	0		

Routing

Keasey, Bond, Jackmond, Harwood, Johnsen, Walker

RECEIVED
SEP 30 1975
CONSTRUCTION SECTION

Richards, Glenn, Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 21	No activity.
22 MONDAY	V-4 valve in settling tank had stayed open rather than shutting after 5 seconds. All solids had drained directly into sump. Operator pushed reset button on timer and has had no further problems.
TUESDAY 23	Incinerator cleaned, sludge burned.
24 WEDNESDAY	Sump pump #2 not pumping full capacity. Flushed sludge (dumped in holding tank when valve V-4 opened) from botton of holding tank into sump. Noted that water is leaking again at seal in flange on sump pump #2.
THURSDAY 25	Contractor installing automatic valve bleeder on compressor to bleed air and water when pressure builds up. Operator pulled and checked sump pump #2. No blockage. Put C clamp on leaking flange. This stopped leak with pressure and flow increasing at outlet.
26 FRIDAY	State forces burning sludge and painting. Contractors man waiting for valve oiler and filter to install in pneumatic valve on sand filter, acid tank, and caustic tank. Supposed to arrive this date.
SATURDAY 27	No activity.

REMARKS

STATUS: Plant operated on 24 hour a day automatic status with only the valve malfunction. No other difficulty noted. On Monday the operator quit adding extra water to the sump. Tests results received for month of August showed failure to perform within limits of D.E.Q. permit.

CONSULTANT: Scheduled at job site 6, 7, &8 October. Conference with D.E.Q. scheduled 7 October 1975.

SIGNED Keith L. Martin LOCATION Grants Pass, Oregon

KEITH L. MARTIN

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7883

chem pure west, Inc.

STATE HWY ENGR
SEP 5 '75
REFER TO Hunt
FOR
Info | Invest | R/D | D/R | Sign | Act | File

5 September 1975

FHWA
cy Dallis
Coulter
Kenny
Shirley
9-5-75

Mr. E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Hunter:

Sewage Disposal Plant
Management Safety Rest Area
Pacific Highway, Josephine County
Contract 7883

In response to your letter of August 28 to Mr. Sterling Kennedy, St. Louis, regarding the sewage plant of the Manzanita Rest Area, please be assured that action has been taken to correct the deficiencies noted in earlier correspondence.

Also, please be advised that during the week of September 15 we will have people at Manzanita to improve some minor maintenance mechanical deficiencies as per Mr. Kennedy's directions.

We have frequently been in contact with Mr. Kennedy by telephone and were surprised that he had not replied to your letter of July 30 as we had both discussed the problems and had correspondence in regard to the points raised in your letter. We wondered if he might have replied to your Grants Pass office?

Mr. Kennedy is planning to be here during the week of September 15, and we will plan to make an appointment with you when his schedule has been determined.

Very truly yours,

CHEM-PURE WEST, INC.

Dean Robbins

Dean Robbins

cc: Sterling Kennedy

F. B. KLABOE
NOTED

p.o. box 1008 • salem, oregon 97308 • 503/581-1415

August 28, 1975

bcc F. B. Klaboe
Jack Sollis
H. S. Coulter
Walter J. Hart
C. T. Keasey
Alfred Shirley

Mr. Starling R. Kennedy, P.E.
President, Chem Pure, Inc.
3460 Hollenberg Drive
Bridgeton, St. Louis County, MO 63044

Dear Mr. Kennedy:

Sewage Disposal Plant
Manzanita Safety Rest Area
Pacific Highway, Josephine County
Contract 7883

On May 21 and July 30, 1975, we addressed correspondence to you and/or your representatives in regard to the unsatisfactory operation of the subject plant, and to the effect that preliminary acceptance has not as yet been granted.

In our July 30 letter we requested that you inform us of your plans and time schedule for bringing this plant into conformance with the specifications. To date, we have had no reply. We know you have had people on the job site assessing the situation and we would appreciate a response.

By copy of this letter and previous correspondence, we are putting the American Insurance Company, your surety, on notice of possible action in conformance with Article 7 of Part III of the original contract.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

cc The American Insurance Company
921 S. W. Washington Street
Portland, OR 97205

Dean Robbins
Chem-Pure West, Inc.
P. O. Box 1008
Salem, OR 97308

bc Glenn Hossner
Federal Highway Administration

DOC:dh ja

Section IV. Performance Bond

KNOW ALL MEN BY THESE PRESENTS: That we CHEM-PURE WEST, INC., a corporation of the State of Oregon, and WASTECO, INC., a corporation of the State of Oregon, a joint venture

as principal, and THE AMERICAN INSURANCE COMPANY, a corporation organized under the laws of the State of New Jersey,

as surety, are jointly and severally held and bound unto the State of Oregon, in the sum of TWO HUNDRED THOUSAND - and - No/100 ($200,000.00) DOLLARS

for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators and assigns or successors and assigns, firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH

That, whereas the said principal herein has made and entered into a certain contract, a copy of which is attached hereto, with the State of Oregon, which contract, together with the applicable plans, Standard Specifications, special provisions, and schedule of contract prices, is by this reference made a part hereof, whereby the said principal agrees to perform certain work and to assume certain obligations, which things he agrees to do in accordance with the certain terms, conditions, requirements, plans and specifications set out in said contract.

NOW, THEREFORE, if the principal herein shall faithfully and truly observe and comply with the terms, conditions and provisions of the said contract, in all respects, and shall well and truly and fully do and perform all matters and things by him undertaken to be performed under said contract, upon the terms set forth therein, and within the time prescribed therein, or as extended as provided in the applicable Standard Specifications, and shall indemnify and save harmless the State of Oregon, the State Highway Commission, and members thereof, its officers, employes, and agents, against any direct or indirect damages of every kind and description that shall be suffered or claimed to be suffered in connection with or arising out of the performance of the said contract by the said contractor or his subcontractors; and shall make payment promptly, as due, to all subcontractors and to all persons supplying to the contractor or his subcontractors equipment, supplies, labor or materials for the prosecution of the work, or any part thereof, provided for in said contract, and shall pay all contributions or amounts due the State Industrial Accident Fund and the State

Unemployment Compensation Trust Fund from such contractor or subcontractors incurred in the performance of said contract, and pay all sums of money withheld from the contractor's employes and payable to the Revenue Department; and shall pay all other just debts, dues and demands incurred in the performance of the said contract and shall pay the State of Oregon, by and through its State Highway Commission, such damages as may accrue to the State under said contract and shall in all respects perform said contract according to law, then this obligation is to be void, otherwise to remain in full force and effect.

Nonpayment of the bond premium will not invalidate this bond nor shall the State of Oregon, by and through its Highway Commission, be obligated for the payment thereof.

Witness our hands this 24 day of April, 1973

CHEM-PURE WEST, INC.

Principal

By [signature]
Vice Pres.

By [signature]
Sec.

WASTECO, INC.

Principal

By [signature]

By [signature] Sec.

THE AMERICAN INSURANCE COMPANY

Surety

By Leslie E. Davis

Attorney in Fact

APPROVED AS TO AUTHORITY OF ATTORNEY - IN - FACT FOR THE SURETY COMPANY.
INSURANCE DIVISION - DEPT. OF COMMERCE
BY [signature]

7883

B

July 30, 1975

Mr. Sterling R. Kennedy, P.E.
President, Chem Pure, Inc.
3460 Hollenberg Drive
Bridgeton, St. Louis County, MO 63044

Dear Mr. Kennedy:

Sewage Disposal Plant
Manzanita Safety Rest Area
Pacific Highway, Josephine County
Contract No. 7883

We recently received a new and revised copy of the Waste Discharge Permit for the subject plant. A copy is attached for your information.

We have also been notified that the consulting engineer, retained by the Environmental Protection Agency to evaluate the plant, will visit the site during the week of August 18. It is necessary that the modifications and repairs discussed in our letter to you on July 3, 1975 be accomplished prior to this time so that a fair impartial evaluation of the system can be made.

We are operating the plant in accordance with your directions. However, a number of malfunctions with controls, some of which still have not been corrected, and other problems have continually kept the plant from meeting the DEQ average monthly standards required prior to acceptance of this plant by the State. The inside of, and pipes within, the final water tanks are exhibiting a considerable amount of rust due to lack of, or improper coating. We have attempted to coat these areas, but have not been successful. This condition cannot help but effect the quality of the effluent. We request that these tanks be replaced with properly coated pipes and tanks at no cost to the State.

As spelled out in our letter to Mr. Dean Robbins on May 21, 1975, (a copy of which is attached) we have not, to date, issued a preliminary acceptance for the plant. We will issue preliminary acceptance when the plant meets DEQ

requirements for one full month of continuous operation. According to the original agreement, Article 3 of Part I, final acceptance will not be given until one year after preliminary acceptance.

The plant is now being operated in accord with your directions and by a man trained by your personnel. The results do not meet the project specifications and are not acceptable. We believe the responsibility for proper functioning of the plant now lies with Chem Pure. If Chem Pure cannot resolve the problems and get the plant operating in a consistent manner acceptable to DEQ and the Oregon State Highway Division, we will take steps to invoke Article 7 of Part III of the original contract which states, "If the project does not meet the requirements for final acceptance as defined in Part I, Paragraph 3, Contractor will refund to State 55 percent of the equipment costs paid by the State and will immediately return the project area to the same condition it was prior to the commencement of the project, except for those items retained at the discretion of the State."

Please advise us of your plans and time schedule for bringing this plant into conformance with the specifications.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachment
cc: Mr. Dean Robbins
Chem-Pure West, Inc.
P. O. Box 1008
Salem, Oregon 97308

bc: F. B. Klaboe
Jack Sollis
Walter J. Hart
C. T. Keasey
Alfred Shirley
Keith Martin
George Thornton
D. O. Christensen
G. J. Ballard
Glenn Hosmer, FHWA

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229- 5301

ROBERT W. STRAUB
GOVERNOR

JUL 10 1975

Mr. George Thornton
District Engineer
Oregon State Highway Division
2692 North Pacific Highway
Medford, Oregon 97501

Dear Mr. Thornton:

Re: Waste Discharge Permit
File No. 64330
(Manzanita Rest Area)

The Department of Environmental Quality has completed its review of your permit application and the comments received regarding the Draft Permit which was mailed to you for review on May 12, 1975, and has issued the attached Waste Discharge Permit.

You are urged to carefully read the permit and take all possible steps to comply with the conditions contained therein so that there shall not be any pollution to the environment of Oregon. Any questions regarding the permit should be addressed to DEQ Southwest Region Office, 1000 S. E. Stephens Street, Roseburg, Oregon 97470, or telephone 672-6541 extension 281.

Sincerely,

LOREN KRAMER
Director

NOTED

CKA:mjb
Attachment

cc: Southwest Region - Roseburg

RECEIVED
JUL 11 1975
DISTRICT ENGINEER
MEDFORD

NOTED
D. O. Christensen

RECEIVED
JUL 14 1975
BRIDGE SECTION

Expiration Date: 4-30-80
Page 1 of 5

WATER POLLUTION CONTROL FACILITIES PERMIT

DEPARTMENT OF ENVIRONMENTAL QUALITY
1234 S. W. Morrison Street
Portland, Oregon 97205
Telephone: (503) 229-5696

Issued in accordance with the provisions of

ORS 449.083
Renewal of State Permit #1409

ISSUED TO:

Oregon State Highway Division
Manzanita Rest Area
State Highway Building
Salem, Oregon 97310

PLANT SITE:

On Interstate 5 Freeway five miles north of Grants Pass.

ISSUED BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY

Loren Kramer
Director

JUL 8 1975
Date

REFERENCE INFORMATION

File Number: 64330

Appl. No.: 2027 Received 2-4-75

Major Basin: Rogue

Minor Basin: Louse Creek

Type of Disposal Non-potable reuse and land disposal

County: Josephine

Until such time as this permit expires or is modified or revoked, Oregon State Highway Division is herewith permitted to:

a. Operate its sewerage system and sewage treatment works.

b. Construct modifications to its sewage treatment works.

c. Use treated wastewater for non-potable reuse and land disposal.

All of the above activities must be carried out in conformance with the requirements, limitations and conditions which follow.

The word "waste," as used in this permit, refers to "sewage" as defined in ORS 449.075 (recodified as 468.700)

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JUL 14 1975

1. As soon as practicable, but not later than March 1, 1976, the permittee shall submit a detailed report reviewing the first year of plant operation which shall include at least the following:

   a. Monitoring and testing results for twelve consecutive months.

   b. Power use and Costs (sewage treatment facilities including pump station).

   c. Chemical costs.

   d. Man hours spent and detailed costs of operation and maintenance.

   e. Problems of operation and maintenance, particularly as related to down-time.

   f. Safety aspects.
      1) Chemical handling
      2) Accessibility of units
      3) Man hours lost.

2. The permittee is expected to meet the compliance schedules and interim dates which have been established in Condition 1 of this permit. Either prior to or no later than 14 days following any lapsed compliance date, the permittee shall submit to the Department a notice of compliance or non-compliance with the established schedule. The Director may revise a schedule of compliance if he determines good and valid cause resulting from events over which the permittee has little or no control.

3. Prior to constructing or modifying any waste water control facilities, detailed plans and specifications shall be approved in writing by the Department.

4. Discharge of wastewater to public waters is prohibited.

5. The quantity and quality of effluent for non-potable reuse or/and disposal shall be limited as follows:

   1) The monthly average quantity of influent treated shall not exceed 0.045 million gallons per day (MGD).

   2) The monthly average 5-day 20° C. Biochemical Oxygen Demand (BOD) shall not exceed a concentration of 5 mg/l or 2.0 pounds per day.

   3) The monthly average Suspended Solids shall not exceed a concentration of 5 mg/l or 2.0 pounds per day.

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POWER PROJECT

4) The effluent shall receive disinfection sufficient to reduce fecal coliform bacteria to a monthly average of no more than 200 per 100 ml or a weekly average of no more than 400 per 100 ml.

5) The effluent pH shall not be outside the range 6.0 - 9.0.

NOTE: The monthly and weekly averages for BOD and Suspended solids are based on the arithmetic mean of the samples taken. The averages for fecal coliform are based on the geometric mean of the samples taken.

6. The permittee shall monitor the operation and efficiency of all treatment and control facilities and the quantity and quality of the waste discharged. A record of all such data shall be maintained and submitted to the Department of Environmental Quality on prescribed forms at the end of each calendar month. Unless otherwise agreed to by the Department of Environmental Quality, data collected and submitted shall include, but not necessarily be limited to, the following parameters and minimum frequencies:

Parameter	Minimum Frequency
Total Flow	Daily
Irrigation Flow	Daily
Pounds Chlorine used	Daily
Fecal Coliform	Weekly grab sample until 3/1/76, monthly after 3/1/76
pH	Daily grab sample
Turbidity	Daily
Suspended Solids (influent and effluent composite	2 times per week
Total Solids (effluent composite)	Weekly until 9/1/75
COD (effluent composite)	Weekly until 9/1/75
BOD (influent and effluent composite)	2 times per week

7. Construction of sewer extensions and connections thereto is permitted as long as the added waste load will not cause any of the limitations of this permit to be exceeded and provided that plans and specifications are submitted to and approved by the Department of Environmental Quality prior to construction, as required by ORS 449.395 (recodified as 454.415).

8. Within 90 days after issuance of this permit, the permittee shall submit for review and approval a detailed program for sludge handling and disposal. It shall contain at least the following information:

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BRIDGE SECTION

a. Description of current sludge handling and disposal practices including, but not limited to: (1) volume and frequency, (2) method and location and (3) contractual arrangements or leases, if any.

b. Evaluation of sludge handling practices, including, but not limited to: (1) problems experienced, (2) problems anticipated, (3) projected life of current program and (4) potential hazards involved.

c. Proposed sludge handling procedures for the next 5-year period and 10-year period.

9. The permittee shall provide an adequate operating staff which is duly qualified to carry out the operation, maintenance and testing functions required to insure compliance with the conditions of this permit.

10. All waste collection, control and treatment facilities shall be operated in a manner consistent with the following:

a. At all times all facilities shall be operated as efficiently as possible and in a manner which will preclude discharges and prevent health hazards and nuisance conditions.

b. All screenings, grit and sludge shall be disposed of in a manner approved by the Department of Environmental Quality such that it does not reach any of the waters of the State or create a health hazard or nuisance condition.

c. Bypassing of untreated waste is generally prohibited. No bypassing shall occur without prior written permission from the Department except where unavoidable to prevent loss of life or severe property damage.

11. Whenever a facility expansion, production increase or process modification is anticipated which will result in a change in the character of the pollution control facilities, a new application must be submitted together with the necessary reports, plans and specifications for the proposed changes. No change shall be made until plans have been approved and a new permit or permit modification has been issued.

12. After notice and opportunity for a hearing this permit may be modified, suspended or revoked in whole or in part during its term for cause including but not limited to the following:

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JUL 14 1975

a. Violation of any terms or conditions of this permit or any applicable rule, standard, or order of the Commission;

b. Obtaining this permit by misrepresentation or failure to disclose fully all relevant facts.

13. The permittee shall, at all reasonable times, allow authorized representatives of the Department of Environmental Quality:

a. To enter upon the permittee's premises where a water pollution control facility is located or in which any records are required to be kept under the terms and conditions of this permit;

b. To have access to and copy any records required to be kept under the terms and conditions of this permit;

c. To inspect any monitoring equipment or monitoring method required by this permit; or

d. To sample any untreated or treated waste streams.

14. The permittee shall at all times maintain in good working order and operate as efficiently as possible all treatment or control facilities or systems installed or used by the permittee to achieve compliance with the terms and conditions of this permit.

15. In the event the permittee is unable to comply with all of the conditions of this permit because of a breakdown of equipment or facilities, an accident caused by human error or negligence, or any other cause such as an act of nature, the permittee shall:

a. Immediately take action to stop, contain and clean up the unauthorized discharges and correct the problem.

b. Immediately notify the Department of Environmental Quality so that an investigation can be made to evaluate the impact and the corrective actions taken and determine additional action that must be taken.

c. Submit a detailed written report describing the breakdown, the actual quantity and quality of resulting waste discharges, corrective action taken, steps taken to prevent a recurrence and any other pertinent information.

Compliance with these requirements does not relieve the permittee from responsibility to maintain continuous compliance with the conditions of this permit or the resulting liability for failure to comply.

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BRIDGE SECTION

7883

8

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

CON 7883

May 21, 1975

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator of Highways

Mr. Dean Robbins
Chem-Pure West, Inc.
P. O. Box 1008
Salem, OR 97308

Dear Mr. Robbins:

Manzanita Safety Rest Area
Sewage Disposal System
Contract 7883

This is to advise you of the present status of preliminary acceptance of the sewage treatment plant at the Manzanita Safety Rest Area.

The original contract and the supplemental agreement set forth the following conditions for preliminary acceptance of the facility in an operational state by the State of Oregon and the Federal Highway Administration.

Original Contract (Sec. I.2)

a. Incinerator to meet the State of Oregon Department of Environmental Quality (DEQ) standards for air quality and incinerated residue as outlined in Exhibit "F" attached hereto and by this reference made a part hereof.

b. Treated effluent shall include tertiary treatment and will meet the water standards set forth in said Exhibit "F".

c. Recycle treated effluent to toilet buildings for flushing of urinals and toilets. State to provide water lines as outlined in Part II. Contractor to furnish required pumps and hydrocells.

d. Waste surplus effluent by irrigation. State to provide sewage lines as outlined in Part II.

e. Provide for emergency storage of raw sewage in event of plant breakdown.

Supplemental Agreement

2. Part I, paragraph 2 a. of the original agreement is hereby deleted and the following is substituted: "Incinerator to meet the State of Oregon Department of Environmental Quality (DEQ) standards for air quality and incinerated residue as outlined in the DEQ permit application dated October 11, 1973. This permit requires that the Wasteco Model CAE-M-500 Controlled Atmosphere Incinerator be EPA source tested to operate at an emission discharge of less than 0.1 grains of particulate per standard cubic foot of flue gas corrected to 12% carbon dioxide."

3. Part I, paragraph 2 of the original agreement is hereby amended by the addition of subparagraph "f": "Receipt by State of four copies of approved as-built shop drawings of the entire facility including equipment brochures and warranties for all equipment installed."

In regard to the above original and supplemental conditions, only the following are satisfied in terms of preliminary acceptance.

a. The Wasteco Model CAE-M-500 Controlled Atmosphere Incinerator has been certified to be EPA source tested to meet supplemental air standard criteria. Certification is considered adequate for preliminary acceptance for air quality. For final acceptance, actual testing during plant operation will control.

b. The condition of recycling treated effluent to the toilet buildings was completed on November 19, 1974 with the installation of the telephone alarm system. Recycle system met preliminary acceptance as of above date.

c. The condition of providing for irrigation of surplus waste effluent was met on August 17, 1974.

d. The condition of providing for emergency sewage storage was met with the construction of the 25,000 gallon sump.

e. Shop drawings, equipment brochures, and warranties have been received.

A review of the test data taken from September 1974 through April 1975 shows that the plant has not met requirement (b) of Section I.2 of the original contract concerning the water standards set forth in Exhibit "F".

Exhibit "F" states:

"1. Prior to irrigating waste water on land or using it for other non-potable uses, the permittee shall provide waste collection, treatment and disposal facilities which are adequate to meet the standards of condition number 3 of this permit with reasonable factor of safety in accordance with the following requirements:

* * *

"3. After completion of treatment facilities, the quantity and quality of effluent discharged directly or indirectly to non-potable reuse and land disposal shall be limited as follows:

a. The monthly average quantity of effluent discharged shall not exceed 0.045 million gallons per day (MGD).

b. The monthly average 5-day 20°C. Biochemical Oxygen Demand (BOD) concentration shall not exceed 5 milligrams per liter (mg/l) or 2.0 pounds per day.

c. The monthly average Suspended Solids concentration shall not exceed 5 mg/l or 2.0 pounds per day.

d. The effluent shall receive disinfection equivalent to that obtained with a chlorine residual of 2.0 mg/l after 60 minutes of contact time."

Results to date are as follows:

Month	BOD mg/l	S.S mg/l	Cl.Residual mg/l
Sept. 1974	5.4	5.4	1.2
Oct. 1974	1.7	4.4	0.79
Nov. 1974	2.4	12.1	0.64
Dec. 1974	2.0	19.0	0.8
Jan. 1975	6.5	16.0	0.7
Feb. 1975	3.6	4.6	0.8
Mar. 1975	5.5	1.9	1.3
Apr. 1975	22.0	11.0	2.0

From the results above, it is seen that all three DEQ requirements have not been met for a monthly period. April is the first month in which the chlorine residual requirement has been met, it first started to come up to specification the latter part of March.

The operation of the plant to date has been marred by many mechanical problems associated with the acid pumps, design of carbon filter tanks (causing destruction of the screens), industrial timer tape, rusting in final water tanks, air supply control system, sludge burner, and miscellaneous control problems. Hopefully, most of these problems have been worked out of the system.

The system has been operated according to your initial setup until the last couple of months. Maintenance personnel are now in the process of setting up the plant to operate on the sump level control, which will put the plant on a batch mode rather than a continuous recycle mode. This should be accomplished this week. We feel that with the changes being made and the smattering of partially satisfactory results to date, that the plant can meet the DEQ requirements. We are prepared to give preliminary acceptance when the plant has met all three DEQ requirements for one month of full continuous operation. Final payment will be made per part IV, Section 9 of the original agreement.

As indicated to you by Keith Martin's letter of May 13, 1975, the E.P.A. will be doing a study of this plant starting in July. It is essential that we have the plant in operation and operating according to your specifications prior to this time so that it can receive a true, impartial evaluation of its capability.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

DOC:dh

cc E. S. Hunter
Alfred Shirley
C. T. Keasey
Jack Sollis
Glenn Hossner, FHWA

bc D. O. Christensen
G. J. Ballard
Keith Martin

7883

FORM 81.7J4.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 7883

Salem, Oregon
April 11, 1975

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

FROM: Duane O. Christensen
Supervising Design Engineer

SUBJECT: Manzanita Safety Rest Area
Sewage Disposal Facility
E.P.A. Study

TO: Mr. Alfred Shirley
Regional Engineer

Arrangements have been made with the Federal Environmental Protection Agency to conduct an evaluation study on the Sewage Treatment Plant at the Manzanita Safety Rest Area.

This study will be done by a private consultant and will call for a contract date of June 15, 1975. Completed study report will be due in the EPA office 120 days from the June 15 date.

We have advised EPA that the contact man, for the consultant to work through, will be Keith Martin and the copies of all correspondence should be sent to R. W. Ellison, George Thornton and Jim Gix.

Field data by the consultant will be gathered sometime during the month of July, August or September. It is important that the plant function as per Chem-Pure's specifications as soon as possible so that results during the test period are representative. As I understand Keith Martin is now in the process of getting the plant to operate automatically on a batch cycle as it was intended to be run. Any problems attributable to the plant should be called to Chem-Pure's attention to resolve.

If it is possible it would be desirable to have one or both of the trailer dump stations operational by July 1 so that their effects could be included in this study evaluation.

Please do whatever is necessary to cooperate with the successful consultant on this study as we will gain a considerable benefit from it.

DOC:smd
cc E. S. Hunter
Jim Gix
George Thornton
Keith Martin
Tom Lowe
Herb Schell
Jack Sollis

NOTED
E. S. HUNTER

RECEIVED
APR 14 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#7883

STATE COPY R

cc: OSHD (H. S. Coulter) Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

3-14-75

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Josephine	Oregon

IN COMPANY WITH

Keith Martin, Resident Engineer, OSHD.

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
3-14-75	T. P. Lowe, Area Engineer	I-5-2(73)64

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	Satisfactory	168	100

Copy

APR

Washington

MANZANITA SAFETY REST AREA
Building and Utilities

1. Scope of Inspection

The inspection consisted of a brief observation of the project area with the Resident Engineer, Mr. Martin. Only the building could be seen. The utilities are buried.

2. Time

The project was completed December 27, 1974. The contract allowed 251 workdays. Three time extensions have been approved for 120, 80 and 14 days respectively. Also an additional 35 days were granted by supplemental agreement. No liquidated damages will be charged.

3. Findings and Recommendations

The Resident Engineer said the contract work has been completed in substantial conformance. Therefore, based on the process review concept, acceptance is recommended.

RECEIVED
APR 2 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER
4-2-75
cy Const.

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

#7883

OREGON STATE HIGHWAY DIVISION

FILE; PMT

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Charles K. Ashbaker
Division Administrator
Water Pollution Control Division
Department of Environmental Quality
1234 S. W. Morrison Street
Portland, OR 97205

January 31, 1975

Ref: Waste Discharge Permit
File No. 52793
(Manzanita Rest Area)

918.J

Dear Mr. Ashbaker:

Attached you will find a completed application form for renewal of our waste discharge permit at the Manzanita Rest Area. Please send the permit renewal to our District Engineer in Medford, G. T. Thornton, 2692 N. Pacific Highway, Medford, OR 97501.

Very truly yours,

ORIGINAL SIGNED BY JAMES J. GIX

JAMES J. GIX
Regional Maintenance Engineer

JJG/cw
Attach.

cc H. S. Coulter - Assign. AEJ 978
R. W. Ellison
G. T. Thornton

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
FEB 4 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H. S. COULTER

RECEIVED
FEB 4 1975
Office of
Assistant State Highway Engineer

7883

January 20, 1975

Chem-Pure West, Inc. & Wasteco, Inc.
Suite 204
8 N. State Street
Lake Oswego, OR 97034

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7883 for work on the Manzanita Safety Rest Area on the Pacific Highway in Josephine County.

Careful consideration was given to the facts and reasons submitted. An extension of 14 days to the time allowed under the supplemental agreement is hereby granted. This will delete all liquidated damages.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
Alfred Shirley, Jr.

JAB:DL:fr dpy

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 4, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 34 days to 49 days, within which to complete our Contract No. 7883, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Unavailability of components needed to complete installation of systems. Project was completed on September 12, 1974, per weekly statement of calendar day charges (Form E-483) dated 9-13-74 by Keith L. Martin, Resident Engineer.

Respectfully submitted,

CHEM-PURE WEST, INC.
Contractor

By _____

CONSENT OF SURETY

Date October 4, 1974

We, THE AMERICAN INSURANCE COMPANY

_____, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frances Bradley
Attorney-in-fact Frances Bradley

Leslie E. Davis
Resident Agent Leslie E. Davis

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7883 Contractor Chem-Pure West, Inc.

Highway Pacific

Section Manzanita Safety Rest Area

Kind of Work Sewage Disposal Facility

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 14 days time extension be allowed under the supplemental agreement. This is for added work on recycle system and will delete all liquidated damages.

Recommended for Approval:

J. X. Wilson
Division Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

#7883

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-2(73)64
Manzanita Safety Rest Area
Disposal Facility
Request for Third Time Extension

DATE: January 15, 1975

In reply refer to: 1041DB.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur with the time extension of 14 days as explained and requested in Mr. Coulter's January 13, 1975 letter.

D K. Hossner
for G. L. Green

RECEIVED
JAN 17 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JAN 16 '75
REFER TO
Coulter
FOR
Info | Invest | R/D | Dir | Asst | Act

1-17-75
cy Kessey
Shirley
Gallagher

cy aej

NOTED
H.S. COULTER

7883

FILE: CON 5

January 13, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Manzanita Safety Rest Area
Sewage Treatment
Pacific Highway
Contract No. 7883

Contract No. 7883 was entered into with Chem-Pure West, Inc., and Wastaco, Inc., on November 30, 1972, with an initial specified completion date of July 27, 1973.

Two requests for extension of time were granted for a total of 200 days (120+80) which extended the completion for the initial contract work to February 12, 1974.

A stop work order was then issued effective February 13, 1974 so required work by others, which was in conflict with work by the contractor, could be completed first.

On June 5, 1974, a supplemental contract was negotiated which specified an additional 35 days after the resumption of work to complete connection work, testing, and training State personnel. The supplemental contract provided compensation to the contractor for changes requested by the State and/or required by the Department of Environmental Quality. This additional work and documented delays in delivery of materials was the basis for the earlier time extensions.

Negotiation for required revisions to the recycle system commenced with a request for a quote from the contractor on July 5, 1974.

Work was ordered to resume on July 16 with 35 days to complete as per the supplemental agreement which ran the time to August 20, 1974. On August 8, the State accepted the contractor's price quote to install the recycle system revision. However, insufficient time remained for the contractor to complete this work. After allowing for another ordered stop work period (during conflict from other work), the project was considered complete September 11 with fourteen days of liquidated damages assessed at $100 per day. A listing of the above chronology is attached.

We recommend that the request for time extension of 14 days be granted, and your concurrence is requested. This is in accordance with paragraph 4 of the supplemental agreement which says in effect that time may be extended for valid reasons as determined by the State.

Att.

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
Alfred Shirley, Jr.
V. L. Gallagher

JAB:fr ia

Manzanita Safety Rest Area
Sewage Treatment
Contract No. 7883

Original completion requirement July 27, 1973 (per contract agreement)

\+ 120 days (1st extension) = November 24, 1973

\+ 80 days (2nd extension) = February 12, 1974

(Stop Work)

July 16, 1974

\+ 35 days (per supplement agreement)

= August 20, 1974

11 days liquidated damages

August 31, 1974

(Stop Work) While insulation installed by others.

September 8, 1974

3 days liquidated damages

September 11 - Complete.

With 14 days liquidated damages accrued.

1/9/75

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 9, 1975

FILE: CON 5 #7883

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Manzanita Safety Rest Area
Sewage Treatment
Pacific Highway
Contract No. 7883

Contract No. 7883 was awarded to Chem-Pure West, Inc. and Wasteco, Inc. on November 30, 1972 with an initial specified completion date of July 27, 1973.

Two requests for extension of time were granted for a total of 200 days (120 + 80) which extended the completion for the initial contract work to February 12, 1974.

A stop work order was then issued effective February 13, 1974 so that required work by others, which was in conflict with work by the contractor, could be completed first.

On June 5, 1974, a supplemental contract was negotiated which specified an additional 35 days after the resumption of work to complete connection work, testing, and the training of State personnel. The supplemental contract provided compensation to the contractor for changes requested by the State and/or required by DEQ. This additional work and documented delays in delivery of materials was the basis for the earlier time extensions.

Negotiation for required revisions to the recycle system commenced with a request for a quote from the contractor on July 5, 1974.

Work was ordered to resume on July 16, 1974 with 35 days to complete as per the supplemental agreement which ran the time to August 20, 1974. The State accepted the contractor's price quote to install the recycle system revision on August 8, 1974. However, insufficient time remained for the contractor to complete this work. After allowing for another stop work period, the project was considered complete September 11 with fourteen days liquidated damages assessed at $100 per day. A listing of the above chronology is attached.

We concur in the field recommendation that the request for time extension of 14 days be granted. This is in accordance with paragraph 4 of the supplemental agreement which says in effect that time may be extended for valid reasons as determined by the State.

This is a consulting type contract with payments processed through Bridge Section. It utilizes Interstate funding. Rough draft letters to FHWA and the contractor are attached.

JAB:fr
Att.
cc: Walt Hart
V. L. Gallagher

RECEIVED
JAN 13 1975
Office of
Assistant State Highway Engineer

1-M-1-C

OREGON STATE HIGHWAY DIVISION

P.O. Box 306
Grants Pass, Oregon 97526
August 8, 1974

Routing
Koasey
Bond
Jackmond
Harwood
Johnsen
Walker
Scot old
Grann
Berg

RECEIVED
AUG 9 1974
CONSTRUCTION SECTION

Chem - Pure West, Inc.
8 North State Street
Lake Oswego, Oregon 97034

Re: Manzanita Safety Rest Area
Sewage Treatment Facility
Josephine County
Contract # 7883

Gentlemen:

Your proposal to install the recycle system revisions for $2,522.05 is accepted with the understanding that you will receive additional compensation for the salvaged parts used from the existing system. Contingency funds will be used to pay for this addition.

Payment for this will be on a fixed basis with no requirement to submit invoices for material and labor. You will have to be sure that the labor for this fixed fee installation is not also billed to the state with your hourly payrolls.

As the building plans were approved by the State Fire Marshall's Office prior to construction, we will not change the incinerator stack.

The sampling system will be installed by state forces.

Sincerely,

Keith L. Martin
Resident Engineer

cc: Construction Engineer
Region Engineer
Bridge Engineer
file

7883

STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
1-98		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY
11		Josephine
MODIFICATION NUMBER	(PPM 21-7) 1-14-75	PROJECT NUMBER
3		I-5-2(73)64

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 16, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 369,727	$ 399,432
Federal Funds	$ 341,146	$ 367,629
Other revisions		

This modification is made for the following reasons:

To include approved testing and monitoring of sewage system.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of January, 1975.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)
For
G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division

Federal Aid Project
No. I-5-2(73)64

MANZANITA SAFETY REST AREA

PACIFIC HIGHWAY IN JOSEPHINE COUNTY

Salem, Oregon, January 3, 1975

Project Agreement Estimate.

Type Code Y022 (Experimental)
Install Sewage Disposal Facility

Negotiated Contract (Wasteco and Chem-Pure, Inc.)	All Required	$218,380.00
	Subtotal	$218,380.00
SFO 1 Testing & Monitoring Disposal System	All Required	28,705.00
	Subtotal	$247,085.00
	Engr. & Cont.	21,838.00
	Total	$268,923.00

Type Code Y022
Treatment Plant Building and Utilities

Service Road and Building Site	All Required	$ 20,000.00
Electrical Supply System, Complete	All Required	12,600.00
Potable Water Line to Sewage Plant	All Required	2,800.00
Reconstruct Toilet Building, Water Piping System	All Required	6,500.00
Sanitary Sewer System, Complete	All Required	31,200.00
Recycled Water Line, Complete	All Required	4,500.00
Waste Water Disposal System, Complete	All Required	6,900.00
Treatment Plant Building	All Required	28,900.00
		$113,400.00

Anticipated Items

Temporary Erosion Control	All Required	$ 200.00
Sewage Flow Meter (E.W.)	All Required	3,500.00
Waste Water Pump (E.W.)	All Required	1,000.00
Work by Pacific Power & Light Co.	All Required	545.00
		$ 5,245.00
	Subtotal	$118,645.00
	10% Engineering	11,864.00
	Total	$130,509.00

Length of Project - - - - - - - - - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Sewage Disposal Facilities	$268,923.00	$247,209.00	$21,714.00
Building and Utilities	130,509.00	120,420.00	10,089.00
Totals	$399,432.00	$367,629.00	$31,803.00

Sewage Disposal Facilities

Group 1 - 100%

Contract No. 7883

Prefix: 617-1077

Building and Utilities

Group 1 - 100%

Contract No. 7932

Prefix: 617-1078

7883

File: Contract 7883

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 13, 1974

Chem-Pure West, Inc.
P O Box 1008
Salem, OR 97308

Attention Mr. A. J. Arellano

NOTED
E. S. HUNTER

Dear Mr. Arellano:

Manzanita Safety Rest Area
Sewage Disposal Facility
Contract 7883
Test Samples

Attached for your information is a copy of Mr. Keith Martin's letter to the Department of Environmental Quality dated November 8, 1974.

It appears grab samples taken by the DEQ indicate noncompliance of the facility with the Waste Discharge Permit. As you will note Mr. Martin included results of tests taken by the City of Grants Pass for the State which show some results within the discharge permit requirements. We will continue to attempt operation of the plant to produce results within permit requirements.

This information is sent to you in order that you may be kept abreast with the current operating results.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attach.
cc E. S. Hunter
A. Shirley
D. Moehring
K. Martin
G. Ballard

RECEIVED
NOV 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7883

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 14, 1974

Mr. Roy W. Norton
Public Works Director
City Hall
Grants Pass, OR 97526

Dear Mr. Norton:

Manzanita Safety Rest Area
Sewage Disposal Facility Testing
Josephine County, Pacific Highway
Contract 7883

The testing procedures hereinafter set out and the schedule of payments hereinafter set out as proposed in your letter of August 2, 1974, are acceptable to the Oregon State Highway Division and we request that you begin work as soon as possible.

The City will be compensated for any authorized work performed after regular hours or weekends at the rate of 1 1/2 times the regular rate. City employees working at the plant would be adequately covered by State Accident Insurance Fund.

It is understood that the city employees while working at the plant are working as agents of the Highway Division and therefore are covered by the Highway Division Comprehensive Liability Insurance basic policy and excess policies which together total $10,300,000.

The City will perform testing procedures as follows:

1. Twice weekly BOD influent and effluent.
2. Twice weekly suspended solids influent and effluent.
3. Twice weekly fecal coliform effluent.
4. Weekly total solids influent and effluent.
5. Weekly chemical oxygen demand influent and effluent.

Samples are to be delivered to the Grants Pass plant by Highway Division personnel.

The City will also provide two hours of on-site work by a city representative and two round trips to the treatment plant area per week. The on-site time at the plant will be for purpose of interpretation and direction. The City will perform all of the above including the tests and on-site time by a city representative for $90 per week.

Any time required on the site above two hours per week will be billed at the rate of $6.60 per hour and travel time for anything other than two round trips per week would be at the rate of fourteen cents per mile. It is understood between the parties that the round trip from Grants Pass to the Manzanita Safety Rest Area is 20 miles.

It is understood that the term of this agreement will be for six months from the date of this letter and may be extended by a mutual agreement between the parties.

It is understood that in case of a common or simultaneous emergency, the City reserves the right to give preference as needed to maintenance of city-owned facilities from the standpoint of public convenience or necessity. It is understood between the parties that the operation of this facility is, in the beginning, of an experimental nature and that information and experience gained will be of far-reaching interest. It is understood that the City or its representatives may if they so desire, publish in professional journals an account of the progress of this facility. Such account would be in a professional manner and give full credit to all involved.

Bills for the testing work should be presented first to Mr. Keith Martin, Resident Engineer, 2100 Scoville Road, Grants Pass, Oregon.

If the terms are acceptable, please sign and return the original. We appreciate your cooperation in this matter.

Sincerely yours,

For H. S. Coulter
Assistant State Highway Engineer

FEDERAL HIGHWAY ADMINISTRATION

C R Burghardt
For G L Aheen Division Engineer.

CITY OF GRANTS PASS

Roy W. Norton
Public Works Director

cc F. B. Klaboe
A. E. Johnson
V. E. Skoog
A. Shirley
L. W. Rulien
K. Martin
M. Holmes
W. J. Hart

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this contract. Approval was given for this contract on August 20, 1974 by Chairman Glenn L. Jackson, which approval is on file in the Commission records. The delegation order also authorizes the Administrator and State Highway Engineer to execute the contract on behalf of the Commission.

State of Oregon by and through its Department of Transportation Highway Division

Fred S Klaboe
Administrator and State Highway Engineer

August 2, 1974

Mr. Keith Martin
Resident Engineer
Oregon State Highway Department
2100 Scoville Road
Grants Pass, Oregon 97526

Re: Manzanita Safety Rest Area, Sewage Disposal Facility, Josephine County, Pacific Highway, Contract #7883

Dear Keith:

After an on site inspection of your treatment plant at Manzanita Rest Area yesterday afternoon, we were able to come up with the following information regarding the performance of certain testing procedures on the plant processes.

The City would be willing to perform testing procedures as follow:

1. Twice weekly BOD influent and effluent.
2. Twice weekly suspended solids influent and effluent.
3. Twice weekly fecal coliform effluent.
4. Weekly total solids influent and effluent.
5. Weekly chemical oxygen demand influent and effluent.

Samples are to be delivered to the Grants Pass plant by Highway personnel.

The City would also provide two hours on site by a City representative and two round trips to the treatment area per week. The on site time at the plant would be for the purposes of interpretation and direction. The City is willing to perform all of the above, including the tests and the on site time by a City representative for $90.00 per week.

Any time required on the site above two hours per week would be at the rate of $6.60 per hour and travel time for anything other than two round trips per week would be at the rate of 14¢ per mile. Our measurements indicate that it is a 20 mile round trip from Grants Pass to the Manzanita Rest Area. Since at this time it is not known what the personnel

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AUG 7 1974
BRIDGE DIVISION

demands of the plant will be, I would suggest that we enter into this informal agreement for a period not to exceed six months. At the end of the six month period we could review the time requirements of the plant and process and make any corrections which would be agreeable to both parties.

In the case of a common or simultaneous emergency, the City reserves the right to give preference as needed to maintain City owned facilities from the standpoint of public convenience or necessity.

It is recognized that the operation of this facility is, in the beginning, of an experimental nature and that information and experience gained will be of far ranging interest. The City or its representatives request to be allowed, if they so desire, to publish in professional journals, an account of the progress of this facility. Such account would be in a professional manner and give full credit to all involved.

If the above arrangement is satisfactory to the Highway Department just let us know and we are ready to go.

Very truly yours,

Roy W. Norton
Public Works Director

RWN/dkl

P. S.

The City recently provided the State with a save and hold harmless agreement to cover work done by State forces in the maintenance of traffic signals in the City of Grants Pass. Would it be proper for the State to provide the City with a save and hold harmless provision for any work the City employees performed at this treatment facility?

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AUG 7 1974
BRIDGE DIVISION

#7883

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: August 8, 1974

In reply refer to: 10-41-DB

SUBJECT: Oregon Project I-5-2(73)64
Manzanita Safety Rest Area

FROM : G. L. Green, Division Engineer

cc Rulien
Hunt
E&N

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Rulien's letter of August 7, concerning State Force Order No. 1.

The use of State Forces is approved as being in the public interest in accordance with PPM 21-6.2 (Volume 6, Chapter 4, Section 1, Subsection 6 of the Federal-Aid Highway Program Manual.) The testing will be conducted over a two year period following completion of the project. Testing procedures will require technical knowledge of State personnel and specialists in the sanitation field.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual costs basis. The estimated total costs of the work to be done under this order is $28,705.00 with Federal participation of $26,483.00. A signed copy of the order is returned herewith.

for G. L. Green

Enclosure
State Force Order No. 1

cc:
Region (10-00.05) (2 cys)
w/2 cys OSHD Ltr. &
1 cy SFO

Copy to Rulien
8-12-74

RECEIVED
AUG 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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STATE HWY ENGR
AUG 9 74
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FOR
Info | Invest | R/D | D/R | Sign | Act | File

cc Coulter

Form 61-734-1108

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7883

APPLYING TO CONTRACT PROJECTS

Order No. 1

Section Manzanita SRA-Sewage Disposal System Date August 7, 1974, 19

Highway I-5 F.A.P. No. I-5-2(73)64

County Josephine Prefix 617-1077 Account No. 279

Description of Work To Be Done:

Testing and monitoring of sewage disposal system in accordance with the work plan for a period of two years

APPROVED EFFECTIVE DATE 8-7-74
Contingent upon modification of project agreement if additional funds are required
BY E. R. Hossner
TITLE for Dist. Engineer
DATE 8-8-74
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Manzanita Safety Rest Area

Estimate of Quantities and Costs:

Tests by outside agency for 2-year period (City of Grants Pass): Weekly and twice weekly tests (see attached)	$11,000
Tests by OSHD personnel for 2-year period (see attached)	15,844
State-purchased equipment (see attached)	1,861
Total	$28,705

Explanation:

To test and monitor the facility's performance, to evaluate the effectiveness, serviceability, and operational costs of the system.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....
Present estimate of project cost, including
$..... for work under this order $.....
Expected under-run / over-run (amount) . . . . . $.....
Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: ..... Resident Engineer

Approval Recommended: ..... Regional Engineer

Approval Recommended: R. W. Eldridge For: Construction Engineer or Bridge Engineer

Approved: ..... Construction Engineer

SP**70608-734

MANZANITA SAFETY REST AREA

WASTE WATER TREATMENT PLANT

MONITORING AND TESTING COSTS

	Estimated Costs-Allows for Inflation of 10% per year		
Equipment	**1st Yr.**	**Total for 2 Yrs.**	
Daily Tests			
Hach Kit (Measures turbidity, ph and residual chloride)	$ 330	$ 330	$
Chemicals	25	55	
Glass Cleaning Equipment	40	85	
Twice Weekly and Weekly Tests			
Two 24 hr. composite samplers (influent-effluent)	400	400	
Custom Modification to Samplers	300	300	
Two Refrigeration units for samplers	330	330	
Six 4-liter sample bottles	24	36	
Twenty feet tigon tubing	6	15	
	$ 1,455	$ 1,551	
Contingencies 20%	291	310	
TOTAL EQUIPMENT	$ 1,746		$ 1,861
Labor			
OSHD Personnel			
Daily tests (2 hrs/da - 365 das/yr. @$6.50/hr.)	$ 4,745	$ 9,965	$
Custom modification to samplers (one man for 32 hrs. at $13.75/hr.)	440	440	
Plant operation school (1 man for 32 hrs. at $13.75/hr + 2 men for 48 hrs ea. at $6.50/hr.)	1,064	1,064	
Report writing - 8 hr/mo. @$13.75 hr.	1,320	2,775	
Subtotal	$ 7,569	$14,244	
Supervision 10%	760	1,600	
TOTAL OSHD PERSONNEL	$ 8,329	$15,844	
City of Grants Pass			
Testing Personnel & Equipment			
Twice weekly and weekly tests ($100/wk.)	$ 5,200	$11,000	$
TOTAL CITY TESTING PERSONNEL	$ 5,200	$11,000	
TOTAL LABOR	$13,529		$26,844
TOTAL EQUIPMENT & LABOR 1ST YEAR TEST PROGRAM	$15,275		
TOTAL EQUIPMENT & LABOR 2 YEAR TEST PROGRAM			$28,705

#7883 8-7-74

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-2(73)64

STATE PROJECT NO.: MANZANITA SAFETY REST AREA

FROM: G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: I-729

COUNTY NAME: JOSEPHINE

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
AUG 9 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	AUGUST 7, 1974	INTERSTATE ROUTE 5	PACIFIC HIGHWAY ROUTE #1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. RULIEN'S AUGUST 7, 1974 LETTER YOU ARE AUTHORIZED TO PROCEED WITH MONITORING AND TESTING OF EXPERIMENTAL SEWAGE DISPOSAL SYSTEM WITH STATE AND CITY OF GRANTS PASS FORCES ESTIMATED AT $28,705.00 (FEDERAL FUNDS $26,483.00).

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify) MINOR PROGRAM CHANGE

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[X] CONSTRUCTION - PROCEED ON XXXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS
THE MINOR PROGRAM CHANGE ADDING MONITORING AND TESTING OF EXPERIMENTAL SEWAGE DISPOSAL SYSTEM TO THE CHARACTER OF WORK FOR THE SUBJECT PROJECT IS APPROVED AS REQUESTED IN MR. RULIEN'S AUGUST 7, 1974 LETTER.

THE ABOVE AUTHORIZATION IS GRANTED WITH THE UNDERSTANDING THAT RESIDUAL SALVAGE VALUE OF THE NON EXPENDABLE EQUIPMENT AT THE END OF THE TWO YEAR TEST PERIOD WILL BE CREDITED TO THE SUBJECT PROJECT.

ORIGINAL TO
Rulien
8-12-74

NOTED
E. S. HUNTER

RECEIVED
AUG 1974
OFFICE OF

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-7-74	Glenn L. Green	Division Engineer

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7883

FORM 81.734.5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 6, 1974

FILE:

WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO:
Mr. L. W. Rulien
Project Management Engineer

SUBJECT:
Manzanita Safety Rest Area
Sewage Disposal System
Contract 7883
Programing with FHWA
Performance Tests

NOTED
E. S. HUNTER

The construction of the incinerator type sewage disposal system for the Manzanita Safety Rest Area was approved by FHWA as a Category 2 experimental project on August 9, 1972 and was so programed.

As part of the programing with FHWA, a work plan was submitted. The work plan specified that sampling will be taken from the system in compliance with Oregon DEQ requirements and required that certain reports be made. The DEQ permit for construction and operation requires that certain performance tests be made and that monthly reports of same be forwarded to the DEQ. The performance of these tests and documentation of same were not included in the original Category 2 experimental project programing with FHWA and should be covered at this time by a change of program.

The DEQ permit requires continuance of these tests for the life of the system. However, the work plan previously sent to FHWA covers testing and reporting for a two-year period and programing with FHWA should be for that length of time.

A general description of the tests required is outlined in the DEQ permit. A more specific schedule of monitoring and testing is contained in the DEQ letter dated July 22, 1974. This schedule requires fairly extensive testing during the first year of operation and less extensive routine testing for the years following.

Because of the complexity of the tests and high cost of the special equipment involved, it appears to be to the State's advantage to contract the twice weekly tests to a commercial firm or nearby city like Grants Pass which has the equipment and personnel expertise. These are the BOD, suspended solids, total solids, chemical oxygen demand, and fecal coliform tests. For the remainder of the tests, which are less complex, the State will purchase DEQ recommended equipment for use by State personnel. Because of the simplicity of these tests State personnel can easily be trained in their performance. The equipment required for State-performed tests is relatively inexpensive but is of a special type which is required only for this project because of the DEQ permit requirements.

RECEIVED
AUG 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

An estimate of material and labor costs for performance and documentation of the tests for a two-year period is attached for your use in requesting a program change with FHWA. The two-year period is specified in the work plan accompanying the original Category 2 work plan. The monthly reports required by the DEQ and the project reports outlined in the Category 2 experimental project work plan will be of great interest to the various states, FHWA, and other agencies planning development of sewage treatment facilities. The reports will be used to evaluate the subject facility against other facilities and systems available during the formative stage of future projects. The information will be an invaluable aid in the selection of the proper system for the area involved.

Also enclosed for coincident processing is a State Force Order to cover the testing and monitoring work.

This facility is scheduled to be put in operation in the near future and your expeditious treatment of the program change will be appreciated.

RWE:ag:dh
Attachments

cc A. E. Johnson
E. S. Hunter
V. E. Skoog
D. H. Moehring
A. Shirley
K. Martin
G. J. Ballard

7883

FORM H-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 26, 1974

TO John Jenkins
Lab.

FROM R. W. Ellison
Bridge Administration Engineer

NOTED
E. S. HUNTER

SUBJECT Test Facilities
Manzanita Sewage Treatment Plant
Pacific Hwy.-I-5
Josephine Co.
Contract 7883

The Resident Engineer, Keith Martin, has been busy this past week rounding up equipment proposals and getting bids for someone to do the required testing at our new closed circuit chemical sewage treatment plant at Manzanita Safety Rest Area near Grants Pass. He needs some help and we hope you can give us some.

Harold Laylor has indicated that he would be willing to go over, with Keith Martin and the City of Medford, the test requirements and instrumentation necessary to satisfy ourselves, FHWA and the DEQ that the plant is operating properly.

Enclosed is a copy of a letter from DEQ stating the test requirements for the treatment plant.

Mr. Laylor can make whatever arrangements necessary through Keith Martin's office in Grants Pass. (1871-479-9812)

GJB/sh
Enclosure
cc: E. S. Hunter
H. Laylor
Keith Martin
Bud Shirley

RECEIVED
JUL 29 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#7823

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 24, 1974

In reply refer to: 10-41-EC2

SUBJECT: Oregon Project I-5-2(73)64
Manzanita Safety Rest Area
Supplemental Agreement

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

The supplemental agreement between the Oregon State Highway Division and Wasteco, Inc. and Chem-Pure West, Inc. for work on the subject project is approved as submitted with Mr. Hart's June 10, 1974 letter.

6-27-74
Copy Hart
Jerstad

G. L. Green

RECEIVED
JUN 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JUN 26 '74
REFER TO
Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
A. E. JOHNSON

#7883

June 7, 1974

Chem-Pure West, Inc. and Wastaco, Inc.
663 High Street, N.E.
Salem, Oregon

Attention: Jack Anunsen

Cg A 6938

MISC. CONTRACTS and AGREEMENTS No. See: Administrative Services Office

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement for the sewage disposal facility at the Manzanita Safety Rest Area.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Walt Hart
Attn: Bob Ellison

Manzanita Safety Rest Area
Supplemental Agreement

On November 30, 1972 the Highway Division entered into an agreement with Chem-Pure West, Inc. and Wasteco, Inc., a joint venture, for design and construction of an incinerator-type sewage disposal facility for the Manzanita Safety Rest Area. This agreement was in the amount of $140,380 on a cost plus fixed fee basis.

During the progress of the work, certain changes, additions, and modifications to the incinerator and appurtenances have been found to be necessary. Some of these changes are requested by the Highway Division while others are necessary to meet requirements of DEQ. The major additional items are an emergency storage tank, additional pumping equipment, smoke detector and recorder, flow monitoring equipment, foundation changes, chlorinating equipment and many miscellaneous items. This is the first project of this type we have done and has required many changes and additions. The amount of this supplemental agreement is $78,000 and is also on a cost plus fixed fee basis.

#7883

Form FHWA 121 (Rev. 5-73)

9

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300 - Salem OR 97308

DATE: June 5, 1974

In reply refer to: 10-41-EC2

SUBJECT: Oregon Project I-5-2(73)64
Manzanita Safety Rest Area
Supplemental Agreement
(Mr. Hart's ltr, 5-9-74, and memo, 5-29-74)

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

As requested by Mr. Hart, the extra work and project overruns described in the proposed supplemental agreement are approved and the $78,000 increase in the total allowable costs is authorized. This increases to $218,380.00 the maximum amount payable under this project.

This authorization is subject to the availability of funds under our current obligation limits.

G. L. Green

RECEIVED
STATE HWY ENGR
JUN 10 '74
REFER TO

NOTED
A. E. JOHNSON

6-12-74
Lucia Hart
Rubin

RECEIVED
JUN 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7.88 2

May 31, 1974

Chem-Pure West, Inc. & Wastaco., Inc.
Suite 204
8 N. State Street
Lake Oswego, OR 97034

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7883 for work on the Manzanita Safety Rest Area on the Pacific Highway in Josephine County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 80 days is granted.

Very truly yours,

F. S. Klabee
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
Alfred Shirley

MR:fr cm

Form FHWA 121 (Rev. 5-73)

7883

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-2(73)64
Manzanita Safety Rest Area
Time Extension - Chem-Pure West, Inc.
(Mr. Coulter's memo, 5-14-74)

DATE: May 24, 1974

In reply refer to: 10-41-B

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Mr. Coulter requested concurrence in an 80-day time extension to be applied to both completion times. A time extension of 120 days was previously concurred in by our November 7, 1973 memorandum.

I hereby concur in the additional 80-day time extension for each completion time, based on the support provided in Mr. Coulter's memorandum.

for G. K. Hossner
G. L. Green

RECEIVED
MAY 30 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAY 29 '74
REFER TO Coulter
FOR
Info | Invest | R/D | DIR | Sign | Act | File

NOTED
H.S.COULTER

5-30-74
of Kenney
Shirley
Gallagher

NOTED
A. E. JOHNSON

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 10, 1974

FILE:

FROM: C. T. Keasey
Construction Engineer

TO: H. S. Coulter
Assistant Highway Engineer

SUBJECT: Time Extension Request
Manzanita Safety Rest Area
Contract No. 7883
FAP I-5-2(73)64

Chem-Pure West, Inc., contractor for the subject sewage disposal facility, has requested an additional 80 days to complete the contract work without assessment of liquidated damages. The contractor cites delays in material delivery, added work, and a delay in commencing work due to DEQ requirements as reasons for his inability to complete the work within the time allotted.

The contract specified that all work except system connection and final testing was to be completed by July 27, 1973. All work was to be completed by August 31, 1973, which allowed 35 days for connection work, final testing, and training of State's personnel. The contractor was issued a suspension of work order when all work except connection, testing, and training work was completed on February 12, 1974. Work on the final items will be resumed after installation work being performed by others under a separate contract has been completed.

The contractor previously requested a 120-day extension of time to advance the early completion date to November 24, 1973. In a November 2, 1973 letter to Glen L. Green, FHWA Division Engineer, the State documented project delays beyond the contractor's control totaling 135 calendar days and, on the basis of these delays, the contractor's request was granted. The delay in commencing work due to DEQ requirements and much of the extra work cited by the contractor in this request, were considered in that earlier extension of time.

The treatment plant, with the exception of installation of the pumps in the sewage holding tank, was completed December 8, 1973. It was another 65 days before the sewage pumps and guide rail retrieval system were delivered with one additional day required for installation. This was a revised system requested by the State and added late in the contract. The 66-day delay to completion of the treatment plant is therefore a basis for an extension of time.

The total delays beyond the contractor's control in completing the plant installation is therefore 201 days (135 + 66) of which 120 days have been previously

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MAY 14 1974

Office of
Assistant State Highway Engineer

granted. The contractor's request for an additional 80 days should therefore be granted. This would waive all liquidated damages assessed to date and would provide 35 days to perform the final items of work after the suspension of work order is rescinded. Liquidated damages accrue at the rate of $100 per day.

Rough draft letters to the FHWA and the contractor are attached.

WR:fr

Att.

cc: V. L. Gallagher

E-330 (Rev.)—6M—9-61

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date February 26, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 208 days to 288 days, within which to complete our Contract No. 7883, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please see attached letter of February 26, 1974.

Respectfully submitted,

CHEM-PURE WEST, INC.
Contractor

By

CONSENT OF SURETY

Date March 1, 1974

We, The American Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frances Bradley
Attorney-in-fact

Leslie E. Davis
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7883 Contractor Chem-Pure West, Inc.

Highway Pacific

Section Manzanita Safety Rest Area

Kind of Work Sewage Treatment Facility

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 80 days extension of time due to added work to the contract.

Recommended for Approval:

J X Wilson
Division Engineer

Construction Engineer or Bridge Engineer

H S Coulter
~~Acting~~ State Highway Engineer

Contract No.	7883
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

SP 6836-724

chem pure west, Inc.

February 26, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Bob Wright

Re: Manzanita Safety Rest Area
Josephine County
Contract #7883

Gentlemen:

The following letter is submitted in conjunction with five copies of the Oregon State Highway Commission's E-320 Form, and in regard to our request for an increase in the number of work-days for the above-mentioned contract. This information is intended to be as specific as reasonably possible about the times and events which we feel would effect this request for a time extension.

The present end date of this contract is November 24, 1973. The "Stop Work" order approved by the project's Resident Engineer, Keith L. Martin, was effective as of February 13, 1974.

We feel the prime cause of this unanticipated time overrun to be delays passed on to us by the suppliers of materials necessary to the completion of the job.

Our original intention was to install the equipment during the week of November 18, 1973. Had it been possible to retain this schedule, we would have been completed by November 24, as evidenced by the time actually required for the jobsite installation.

Our letter of July 23, 1973, which accompanied our previous Form E-320 of the same date, evinces several continuing reasons for the delay of this project. At our behest, Mr. R.W. Ellison of your Division issued us approval to begin site work in his letter of August 21, 1973, even though official approval had yet to be given by the Department of Environmental Quality (which was not received by us until October 1, 1973). The pre-job

Conference was held August 27, 1973 at the Resident Engineer's office in Grants Pass. Site work began September 4, 1973. Yet revisions to the tank and slab were still being received by us as late as September 13, 1973, with processing yet to be done. Price approvals and processing were not completed for these late scope changes until the middle of October. Actual field construction began September 25, 1973, and concrete was first poured on October 5, 1973. As may be imagined, coordination of the continuing changes after site work began caused delays in the completion of said work.

The 25,000 gallon underground storage tank was completely poured by the latter part of October, and the concrete slab was poured October 31, 1973. The same day Chem-Pure, Inc. was notified to ship the equipment to the jobsite. The treatment plant had been completed during July and was stored on trailers pending shipment. It was deemed in the best interest of all parties concerned that the vandalism potential be reduced by removing the plant control panel, as well as those other items which could be readily stolen or destroyed. Upon receipt of notice to ship, detail work was begun. This re-assembling of critical components added a week to the projected arrival of the equipment, thus delaying installation until the week of November 25, 1973. To our great discomfort, delay and expense, the railroad shipping the plant "lost" the plant for a week during shipment. This, of course, necessitated a re-scheduling of men, equipment and materials at the jobsite for installation. The equipment was "found" again in North Platt, Nebraska, and resumed its journey to Portland from there, arriving at its destination November 30, 1973. Shipment was made to Grants Pass the following Monday and the actual installation completed December 8, 1973. While we expected a "Stop Work" order at this juncture, as per our previous verbal instructions from the Resident Engineer, his letter to us of December 13, 1973 indicated that we would need to wait for the installation of the sewage sump pumps. Reference should also be made to our reply of December 20, 1973, which indicates our reasons for expecting the "Stop Work" order.

The sewage pumps and guide rail retrieval system selected by the State were ordered October 11, 1973. After numerous requests by us for written confirmation from the State to place this order, we were forced by the pressures of material supply to go ahead on the basis of a confirming telephone conversation of the same October 11, 1973 date. We have, incidentally, yet to receive this written confirmation. Six weeks delivery was

anticipated as a result of conversations with the equipment supplier, though we were assured that every effort would be made to expedite delivery. Regular updates of the delivery status indicated to us that the pumps would be delayed approximately three additional weeks, with the strong possibility of arrival between the holidays or shortly after the advent of the New Year. On the basis of this knowledge we suggested to the Resident Engineer that the pumps be installed during the interim period between the "Stop Work" order and start-up of the equipment after the second contract was complete. It was our feeling, as confirmed by the Resident Engineer, that since all work was inside the underground tank there would be no conflict with the other contractor if installation was made during the interim period.

As though it were part of a continuing story, the pumps also were "lost" and delayed far beyond their promised arrival. The pumps were expected in daily after the first of the year, yet did not arrive at the installation subcontractor's until February 11, 1973. The explanation we received for this was (a) Hydr-O-Matic, Inc. lost the file instructing them to ship the materials, and (b) the current trucking situation delayed the cross-country trip by stalling the truck during transit.

Expedition of the installation was much easier to achieve at this end once the pumps had been received. In fact, the pumps and guide rail retrieval system were installed the very next day, February 12, 1973. This date is last day of the contract's first phase. There are 80 days separating this date from November 24, 1973, making the grand total of the first phase and start-up 288 days.

As previously agreed, we will use the time differential between the contract's two end dates for start-up of the equipment. These dates were June 29, 1973 and July 27, 1973, or 28 days difference for start-up. This start-up will begin as soon as men, equipment and materials can be coordinated after completion of the second contract. Continuing communication with Keith Martin, the Resident Engineer, should insure a smooth flow of work through the contract's completion.

In conjunction with our letter of July 23, 1973, we hope this letter will indicate and qualify the necessity of this request for a time extension. We respectfully submit this letter and these forms for your consideration.

Sincerely,

CHEM-PURE WEST, INC.

Arthur J. Arellano
President

AJA/ds

Enc.

7883

8

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 29, 1974

TO Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

ORIGINAL SIGNED

FROM WALTER J. HART
Walter J. Hart
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT Manzanita Safety Rest Area
Supplemental Agreement

Enclosed is a revised Exhibit E to the supplemental agreement between Wasteco, Inc. and Chem-Pure West, Inc., and the Oregon State Highway Division. This revision corrects a typographical error and deletes the requirement that subcontract work be done on a price agreement basis.

Additional explanatory material requested by Mr. Tom Lowe is also enclosed. I trust this additional information will be sufficient to gain your approval of the supplemental agreement.

KLM/ag
Encls.

cc E. S. Hunter w/encls.
~~L. W. Rutten~~
V. E. Skoog w/encls.

RECEIVED
MAY 30 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OVERRUN ITEMS CONSIDERED TO BE INCLUDED IN THE ORIGINAL CONTINGENCY FUND

Completed Items from Contingencies with Documentation Submitted and Approved:

Furnish Performance Bond	$ 1,262.00
Furnish Slab Drawing Revisions	271.26
Furnish Blueprints	55.32
Site Preparation	36.00
Site Gravel at Job Site	69.03
Crane at Job Site	777.00
Furnish and Install Connection of Plant Overflows to Slab Drains	422.78
Complete Tank Pump-down for Sump Pump Installation	280.80
Freight for Incinerator	334.00
Freight for Treatment Plant	2,640.00
Furnish Slab Drawings	352.02
Furnish Tank Drawings	302.43
Furnish and Install Influent Line from Storage Tank to Bldg.	730.00
Subtotal	$ 7,532.64

Completed Items from Contingencies with Additional Documentation Required Before Payment is Authorized:

RECIRCULATION PUMPS AND HYDROCELLS Payment will not be made until the necessary equipment brochures, shop drawings, and hydraulic design data are received and approved by State. Items not approved and already installed will be replaced at no cost to the State.	$ 1,049.50
TREATMENT PLANT FREIGHT INCREASE Payment will not be made until information from the shipper verifying the amount of the freight increase and the effective date of the rate increase is submitted and approved by State.	160.00
Subtotal	$ 1,209.50
TOTAL THIS PAGE	$ 8,742.14

OVERRUN ITEMS CONSIDERED TO BE INCLUDED IN THE ORIGINAL CONTINGENCY FUND

First Exhibit E Page Brought Forward (Completed Items):	$ 8,742.14
Estimated Items Not Completed:	
Post Chlorinator Payment will not be made until equipment brochures, shop drawings, and a detailed cost justification are submitted and approved by State.	938.00
Furnish Sand Filter Media and Freight	150.00
Furnish Start-up Chemicals	700.00
Furnish Chemical Drum Pump (No payment will be made until equipment brochures are submitted and approved by State)	400.00
Subtotal	$ 2,188.00
Estimated Items Not Completed with Work to be Done by a Subcontractor Upon Approval of the Cost and Subcontract by State.	
Furnish and Install Plant Influent Line	$ 275.00
Furnish and Install Urinal Tank for Trap Feed	275.00
Furnish and Install Support Rack and Scale for Chlorine Cylinders (No payment for this item will be made until shop drawings or equipment brochures are submitted and approved by State).	350.00
Install Toilet and Lavatory Inside Enclosure	50.00
Subtotal	$ 950.00
TOTAL	11,880.14
Contingency Allowance Shown on Exhibit C of Original Agreement	-5,188.00
TOTAL THIS EXHIBIT	$ 6,692.14

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

May 29, 1974
Salem, Oregon

FILE:

FROM: Keith L. Martin
Resident Engineer

TO: Memorandum to the File

SUBJECT:

Supplemental Agreement
Manzanita Safety Rest Area
Sewage Disposal Facility
Contract 7883

On May 28, 1974, a meeting was held between Tom Lowe of the FHWA and myself to discuss the proposed supplemental agreement with Chem-Pure West, Inc. Tom thought the agreement was basically acceptable but did not think the memorandum to the files of May 9, 1974 adequately explained all items included in the contract.

This memo will revise the items questioned from the May 9 memorandum. Additional exhibits are numbered in consecutive sequence with the original memorandum of May 9.

PLACING CONCRETE SLAB

The original $4,000 estimate for this item was based on a verbal quote in 1972 before plans had been drawn (Lot 2, Exhibit A). Three bids were obtained originally and the low bid of these three was accepted. Revisions to the slab were made at a later date which consisted of modifying the slab to fit a standard building, leaving blockouts for footings, varying the slab depths as required and placing under deck piping. By the time that the authorization for construction was given for this item, considerably more details and materials were involved - also labor costs had increased. (Exhibits E-1 and F-1 of this memo) The accepted low bid was then adjusted to $13,600. (Exhibits B, C, D, E, F, G of this memo). The same additional costs were added to the remaining two bids.

The proposed subcontract to install the slab was not approved until the cost analysis was completed. The return of the approved subcontract on September 5, 1973 was considered authorization to proceed (Exhibit G-1). Actual work at the job site commenced September 25, 1973.

This is a $9,600 overrun of the original estimated contract cost.

FURNISH AND INSTALL EMERGENCY TANK

The original contract included $15,175 for this item from Exhibit C and $1,200 from Exhibit D for a total authorization of $16,375. Before implementation of this item, the State requested a 25,000-gallon underground concrete tank be used in lieu of the proposed 100,000-gallon above-ground steel tank for emergency sewage storage. The reasons for this change are listed below.

1. Eliminate the visual impact of the above-ground steel tank.

2. The State had plans for a 25,000-gallon concrete water reservoir that could be used (these plans were later subjected to extensive revision by incorporation of the collection sump).

3. The buried tank would be virtually maintenance free.

4. Experience indicated that the buried tank would be more economical.

5. The 25,000-gallon capacity was considered adequate for storage while making repairs to the plant.

Three bids were originally obtained and the low bid was accepted. The anticipated reduction in cost for the underground concrete tank was not realized and the addition of a collection sump and an additional manhole for the pumping station brought about increased quantities with costs which had escalated since the time of the original contract. (Exhibit H-1). The original accepted low bid for this item was adjusted upward to reflect these changes in quantity and price and work was authorized on a subcontract basis for the low bid of $32,980. (Exhibits B, C, D, E, F, G). These same additional costs were added to the remaining two bids shown in the above mentioned exhibits for final justification.

The proposed subcontract to install the tank was not approved until the cost analysis was completed. The return of the approved subcontract on September 5, 1973 was considered authorization to proceed (Exhibit G-1). Actual work at the job site commenced September 25, 1973.

The $32,980 is a $16,605 overrun of the estimated contract cost.

SLAB DRAWING REVISIONS

Most of the slab revisions requested by the State were addition of various piping under the slab to satisfy the State Plumbing Code and requests for potable water at various locations in the plant by the Department of Environmental Quality (DEQ). The State also widened the slab by 4 feet to accommodate a standard size metal prefab building, although this change was made on the drawings by merely changing the dimensions. There were also some corrections required as well as revisions. Most of the corrections were for omitted items. This work was billed by the design engineers (Exhibit H of this memo). In the meeting of December 27, 1973, it was agreed that 90% was due to State requested change and 10% due to design errors by consultant.

This figure is an estimate based on the best judgment of the personnel involved in the changes. Much of the 10% is not strictly design errors but a credit to the State for the reduction in efficiency when items were added rather than placed on the original drawing.

The State will pay only 90% or $271.26.

ORIGINAL RECEIVING SUMP

Prior to the contract it had been stated that no sumps or sump pumps are included in the plant costs. (Exhibit A, Lot 6 and Exhibits I and J of this memo). The sump originally contemplated for the treatment plant was combined with the below ground emergency sewage tank. This allowed one pump system to serve the dual purpose of removing the sewage from the emergency sewage tank and pumping from the sump to the treatment plant. This became possible when the above-ground tank was replaced with an underground emergency sewage storage tank. Original cost was a contingency item but credit to contingency fund not deemed appropriate since no quantity was specifically shown in contingencies for this item and no actual transfer of funds was made to or from contingencies.

TANK DRAWING REVISIONS

Chem-Pure West, functioning in their role of consultant and designer, suggested and received approval from the State to incorporate the collection sump with the storage tank. Although this was not in line with the original concept,

there was merit in eliminating one pumping system. Extensive revisions to the tank drawings were required by the addition of the sump plus addition of another access hole for the pumping system. There were also several corrections to the drawings that were requested by the State at various times that should be considered separately from the revisions. This work was billed by Charles L. Hoar Drafting Service (Exhibits K, L, M of this memo). In the December 27, 1973 meeting it was agreed that only 75% were revisions and 25% due to errors by the designer. We intend to pay only 75% or $263.25.

EXTRA 4" DRAIN LINE TO TANK

This line was added to expedite emergency storage of chemical spillage from ruptured chemical storage tanks. This emergency storage was requested in a telephone call from Pat Curram of DEQ to John Wood on or about September 9, 1973. No written record of this request was received. The request came too late to fully implement the system, but addition of the drain line permitted future completion of the system by adding a cut-off wall in the underground sewage storage tank. The $320.10 was justified by the resident engineer (Exhibit Q of this memo). Permission to install this was given in letters to the contractor (Exhibits P and R of this memo).

RECIRCULATION PUMPS AND HYDROCELS

This is a contingency item in the original contract, Part I.2.c. Hydraulic design, equipment brochures and shop drawings have not been submitted for approval as required in Part I.19 of the contract. This work was assigned to Chem-Pure Inc., by Chem-Pure West Inc. (the prime contractor), without the prior written consent of the State required in Part III.9 of the contract.

The costs totaling $1,049.50 are included in an invoice from the Mueller Mfg. Corp. to Chem-Pure Systems (Exhibit S of this memo). This invoice states we will be billed later for installation costs but no such bill has been received.

The State will include this item in the supplemental contract with a provision that actual payment not be made until the brochures, shop drawings, and hydraulic design data are received and approved. Items disapproved will be replaced at no cost to the State.

IRRIGATION PUMPS

Since Chem-Pure West is basically responsible for the plant inside the building and the State is furnishing pipe to the building, the State requested that

Chem-Pure West furnish the irrigation pumps and controls. Although this was contrary to the agreement, it was a logical request since Chem-Pure West was furnishing the recycle and sump pumping systems. Possible conflicts between contractors were also eliminated by this decision. The $853.50 cost of the pump is included on the Mueller Mfg. Co. invoice of May 25, 1973 (Exhibit S of this memo). Exhibit T of this memo briefly outlines a meeting held April 3, 1973 with Chem-Pure West, Inc. and State Highway personnel. A verbal agreement by both parties authorized Chem-Pure West, Inc. to proceed with the required work. This is similar to the above item of this memo. This item will be included in the contract with payment upon approval of the design and receipt of equipment brochures and shop drawings.

HYDROMATIC PUMP AND GUIDE RAIL PACKAGE

Use of this particular pumping system was suggested and encouraged by the State. By incorporating the sump with the storage tank, a dependable system was needed that could be maintained under full tank conditions. The flexible hose system proposed by Chem-Pure West was not familiar to State personnel and it appeared to have built-in maintenance problems. Less maintenance was considered justification for the difference in cost between the two systems. The $3,474.65 cost of materials was based on a quote from the manufacturer (Exhibit J-1). Permission was requested and tentative approval from FHWA received prior to installation (Exhibit I-1). Approval of this supplemental contract will be considered FHWA approval. The return of the approved subcontract on January 29, 1974 was considered authorization to proceed. (Exhibit J-1). Installation was February 12, 1974.

HYDROMATIC INSTALLATION

This item is for installation of the equipment purchased in the above item. Two bids were received from proposed subcontractors and installation authorized at the low bid of $1,400. Tentative approval of these costs was obtained from the FHWA prior to installation with final approval received February 4, 1974.(Exhibits I-1 and K-1). The return of the approved subcontract on January 29, 1974 was considered authorization to proceed (Exhibit J-1). Installation was February 12, 1974.

SUBSISTENCE AND TRAVEL EXPENSES (START-UP AND TRAINING)

This item was included in Exhibit C of the contract as an estimated quantity. The original authorization has already been exceeded. This item will be for

future expenses estimated at $2,200.00. Before this item is authorized for payment in the supplementary contract, the contractor will be required to furnish a breakdown by craft showing the tasks to be performed together with pay rates and anticipated man-hours.

SAFETY GAS MASK

This is required by the Oregon Safe Employment Act (Exhibit L-1). Payment will be based on the supplier's invoice. Estimated amount is $75.00.

SLAB DRAWINGS

The request from Chem-Pure West only includes payment for revisions. This item is for the cost of the original drawings which were considered contingency items in the original contract. Since the contingency fund has been exhausted and we have received invoices for a fixed amount, this is no longer included in the contingency items. Invoices totaling $352.02 have been received for this work with the contractor's monthly invoice to the State.

KM/ag

① (Note: We made a quantity estimate on June 26, 1973 to justify the original $7,075 estimate. It's attached.)

May 20, 1974

Jacks,

Justification of this $6,520 was not easy to come by. Following is the figure juggling I did to satisfy my self.

From Pacific West Construction letter of June 8, 1973 (Exhibit B)

All pipe work, testing and clean up on the 2 present rest room bldg. (remodeling), pipe work under the treatment plant slab, potable water line, sewer line, recycle line and waste water line $ 64,171

From Aug. 23 low bid on utilities contract - all of above items except pipe work under treatment plant slab $ 60,000

Estimated cost of pipe work under treatment plant slab 64,171 - 60,000 = $ 4,171

Extra 4' slab to fit std. bldg. $7{,}075\left(\frac{40}{32}\right) = 7{,}860$

$-7{,}075$

Estimated cost = $ 785

Increase in wages and materials after original estimate (7%) $(7{,}075 + 4171 + 785).07 = \$ 842$

EXHIBIT F-1

7,075

Total added cost = 4,171 + 785 + 842 = $ 5,798

$11,100

(2)

May 20, 1974

Jack,

The original quote for the tank was high (26,460). I could only come up with 23,800 by jacking up 1971 costs. This is one thing that precipitated the other two bids. When they came in higher yet we accepted the 26,460 figure.

The letter of Aug. 30, 1973 added $8,070 for the pump, extra manhole, increased cost, etc. No way could we justify this. A request for breakdown of costs brought only a reduction to $6,520 for the added cost. We accepted this to expedite proceeding with the site work.

After the Aug. 20, 1973 letter giving approval to proceed, it was discovered (by Keith, I think) that Chem-pure did not have an approved sub-contract with Pacific West. This brought to light the need to update the original estimate submitted by Pacific West to incorporate the changes in the plans.

JHW

EXHIBIT H-1

April 9, 1974

ORE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
APR 12 1973

Mr. Robert Erickson
Safety Officer
Highway Division
Roseburg, Oregon 97470

Dear Mr. Erickson:

If the Highway Division is going to use chlorine gas and large quantities of corrosive chemicals such as acids and strong alkali compounds in a sewage treatment process, special protection is necessary. The protection required by the O.S.E.A. regulations are as follows:

1. Acid proof goggles for men handling the acids and alkali materials.

2. Protective gloves for handling the acids and alkali chemicals.

3. Eye wash fountain and safety shower.

4. Approved gas mask with an approved chlorine canister or an approved self-contained breathing apparatus to be available for emergencies in the chlorine handling area.

The respiratory protection should be stored in an area away from possible contamination in case of a chlorine leak. The gas mask or self-contained breathing apparatus will be required to be inspected at least once each month and a record kept of the findings of this inspection. A complete list of the O.S.E.A. requirements covering respiratory protection is enclosed. All the personal protective equipment is required to be sanitized after each use and is to be stored in a clean, sanitary location.

While there are no specific Oregon regulations covering chlorine, it should be handled with caution. The area where chlorine is used should be well ventilated. Since the gas is two and one-half times heavier than air, provision should be made to ventilate the floor area.

The fusible plug on the chlorine cylinders will melt at approximately 158° F. Chlorine cylinders should not be exposed to heat lamps or submerged in hot water. An industrial hygiene guide covering some of these important items is also enclosed.

EXHIBIT L-1

I believe this information should be sufficient for your initial planning for the project you mentioned in your telephone call. Due to a busy schedule, I will not be able to visit this rest area for several weeks. On my next trip in your area I will plan to stop in to see you and go over any questions which may arise. In the meantime if there are problems, please feel free to call me.

Very truly yours,

A F Schoenborn

A. F. Schoenborn
Industrial Hygienist
Safety Services
State Accident Insurance Fund
Labor and Industries Building
Salem, Oregon 97310

3536

AFS:ph
Enc.

cc: Mr. G. Wood
Mr. E. Thorpe
Mr. R. Stose

Form FHWA 121 (Rev. 5-73)

7883

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 4, 1974

In reply refer to: 10-41-B3

SUBJECT: Oregon Project I-5-2(75)64
Manzanita Safety Rest Area
Contract 7883

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I agree with your acceptance of the $1400 installation cost of the Hydro-O-Matic pumping system as recommended in Mr. Hart's letter dated 1/24/74.

for Vernon V. Cusack

NOTED
E. S. HUNTER

NOTED
A. E. [illegible]

2-8-74
cc plant
[illegible]

RECEIVED
STATE HWY ENGR
FEB 7 '74
REFER TO
FOR
Info | Ltr | Rpt | Sig | Sign | Act | File
X

NOTED
R. W. ELLISON

RECEIVED
FEB 8 1974
BRIDGE DIVISION

NOTED
J. H. WOOD

RECEIVED
FEB 7 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

EXHIBIT K-1

7883

January 24, 1974

TO Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97308

Attention Mr. Tom Lowe

FROM
Walter J. Hart
Bridge Engineer

SUBJECT Manzanita Safety Rest Area
Contract 7883

Enclosed is one copy of the information you requested as follows:

1. Price quote from Bostick Construction Company to install Hydr-O-Matic pumping equipment.

2. Price quote from Stimson Plumbing and Heating to install Hydr-O-Matic pumping equipment.

3. Price quote from Hydronix, Inc. for furnishing the Hydr-O-Matic pumping equipment.

Our estimate for installing the pumping equipment is as follows:

1 plumber @ $15/hr. for 4 days	$480
1 helper @ $10/hr. for 4 days	320
Pump, drill, mis. tools @ $5/hr.	160
Miscellaneous Electrical Work	200
	$1,160
15% Profit	174
	$1,334

NOTED
R.J. WRIGHT

NOTED
R.J. WRIGHT

EXHIBIT I-1

Your tentative approval of these costs was obtained subject to our review and recommendations. We recommend acceptance of the $1,400 installation cost and $3,474.65 equipment cost and offer the above and enclosed data as justification.

JHW/ag
Encl.
cc Keith Martin
C. T. Keasey
A. Shirley

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon 97526
January 18, 1974

To: Bridge Engineer
State Highway Building
Salem, Oregon 97310
Attn: John Woods

SUBJECT: Manzanita Safety Rest Area
Josephine County
Contract # 7883

I have received a Sub-contract on the above referenced project to have Stimson Plumbing and Heating, Inc. install the Hydr-O-Matic pumps and guide rail package for $ 1,400.00. This would be labor costs only with the costs for the equipment on a seperate billing.

I amm forwarding this sub-contract to construction with a recommendation for approval. I accepted the price as the contractor also had a bid of $1,980.00 from Kennath R. Bostick Construction Company. A copy of the letters with this quote is attached.

I have also enclosed a copy of the letter from Hydronix in quoting a total price of $ 3474.65 to furnish the sewage pump and guide rails with fittings.

If further price justification is required to obtain federal participation, let me know immediately. This work will be completed prior to the end of this month.

Keith L. Martin
Resident Engineer

cc: Region Engineer w/enc.
Construction Engineer w/enc.
file w/enc.

NOTED
J. H. WOOD

RECEIVED
JAN 21 1974
BRIDGE DIVISION

PHONE (503) 688-7764
587 CHESTNUT
EUGENE, OREGON 97402

December 24, 1973

Chem Pure West, Inc.
Attention: Timothy N. Furrow
P.O. Box 1003
Salem, Oregon 97308

Re: Manzanita Rest Area

Dear Sir:

As per our telephone conversations and the information on the plans with Hydronix Inc. list of materials, it seems that we need to furnish the wire and a pull box. The balance of the material is furnished by your company.

The external piping is complete and stubbed into the pit as indicated on the plans. Assuming these conditions are correct, I would bid $1400.00 to complete the installation of the wiring and pumps using materials supplied by Chem Pure West.

If we can be of further service to you, please advise.

Very truly yours,

STIMSON PLUMBING & HEATING, INC.

Don Stimson

Donald L. Stimson, Pres.

DLS:d

RECEIVED
DEC 28 1973
CHEM-PURE WEST

"EXHIBIT A"

RECEIVED
JAN 21 1974
BRIDGE DIVISION

KENNETH R. BOSTICK CONSTRUCTION CO.
3280 TILDEN STREET
EUGENE, OREGON 97402

December 3, 1973

AREA CODE 503
PHONE 688-5133

Chem - Pure West, Inc.
P. O. Box 1008
Salem, Oregon 97308

ATTENTION: Timothy N. Furrow

Dear Tim,

This is to verify the quotation addition of $200.00, for the electrical work on the Hydr-O-Matic pump installation at the Manzanita Safety Rest Area.

Hoping to be of service in the future.

Very truly yours,

Kenneth R. Bostick

Kenneth R. Bostick

KRB:pbb

RECEIVED
DEC 5 1973
CHEM-PURE WEST

RECEIVED
JAN 21 1974
BRIDGE DIVISION

HYDRONIX inc. SPECIALISTS IN MOVEMENT AND CONTROL OF FLUIDS

2425 S.E. Ochoco Street Portland, Oregon 97202 Phone: 659-6230 Area Code 503

3 October 1973

Re-Quo

RECEIVED
OCT 4 1973
CHEM-PURE WEST

Chem Pure West, Inc.
P.O. Box 1008
Salem, OR 97302

ATTN: Mr. Timothy Furrow

REF: Oregon State Highway
Manzanita Safety Rest Area
Sewage Pumps

Gentlemen:

Pursuant your request we are pleased to quote the following:

DUTY: 52 GPM @ 38' TDH - 3" Spheres

2 - Hydr-O-Matic Model SH-300M3 sewage pumps with 3 HP, 1750 RPM, 3 phase, 60 cycle motors, capable of handling 3" spheres. PRICE IS:	$1416.00
ADD for additional 5' of motor cord for each pump:	10.50
4 - #3900 Level controls:	106.00
Add for 5' additional cable on each sensor:	5.60
1 - Hydr-O-Matic HRVS Hydr-O-Rail Accessory package:	865.00
Add for 5' additional chain for each pump:	13.00
1 - #4143 NEMA IV Junction box with hanger:	71.00
1 - #4724 Intermediate Guide bracket:	60.00
2 - 4" CI Check valves with lever & spring external:	310.00
2 - 4" CI Eccentric plug valves:	262.00
2 - 4" CI Flanged 90° ells:	32.00
1 - 4" CI Flanged Tee:	24.00
2 - 4" Spools galvanized 10' length, flanged both ends:	70.00
1 - 4" CI Spool, 36" length, FXMJ	31.00
11 - 4" Nut, bolt and gasket sets for flanges:	30.55
80 ft. of 2" Galvanized pipe (4 - 20' lengths):	66.00
1 - Prepaid freight from Hayesville, Ohio to Grants Pass:	70.00
1 - Freight from Portland to Grants Pass/Valving:	32.00
TOTAL PRICE:	$3474.65

RECEIVED
JAN 21 1974
BRIDGE DIVISION

"EXHIBIT B"

The aforementioned equipment will be shipped in pieces for assembly on the jobsite by your contractor.

The quoted price does not include start-up services or supervision of installation.

Price is f.o.b. factory with full freight allowed to Grants Pass, Oregon.

Delivery schedule is 8 to 12 weeks after receipt of order.

This quotation is firm for 30 days.

Thank you for your inquiry. May we have your order?

Cordially,

HYDRONIX, INC.

Jerry W. Ross,
Design Engr.

JWR/m

"EXHIBIT B"

RECEIVED
JAN 21 1974
BRIDGE DIVISION

KENNETH R. BOSTICK CONSTRUCTION CO.
3250 TILDEN STREET
EUGENE, OREGON 97402

AREA CODE 503
PHONE 688-3183

October 2, 1973

RECEIVED
OCT 4 1973
CHEM-PURE WEST

Chem-Pure West, Inc.
P. O. Box 1008
Salem, Oregon 97308

ATTENTION: Timothy N. Furrow

Dear Tim:

As per our telephone conversation, I am quoting a price for installing the Hydr-O-Matic pump station at the Manzanita Safety Rest Area. This quote is based on the assumption that the unit will fit in the reservoir you are constructing. The price for the installation, as outlined in your letter dated September 21, 1973, would be $1,780.

Hoping to be of service in the future.

Very truly yours,

Kenneth R. Bostick

Kenneth R. Bostick

KRB:pbb

RECEIVED
JAN 21 1974
BRIDGE DIVISION

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 5, 1973

TO Mr. Alfred Shirley, Jr.
Regional Engineer

FROM R. W. Ellison
Bridge Administration Engineer

ORIGINAL SIGNED
R.W. ELLISON

SUBJECT Manzanita Safety Rest Area
(Sewage Disposal Facility)
Contract No. 7883
FA No. I-5-2(73)64

Consent is granted to the proposed subcontract between the prime contractor and Pacific West Construction Co. for items of work as follows:

a. Grading and excavation for treatment plant slab.

b. Placement of concrete slab for treatment plant.

c. Installation of 25,000 gal. storage tank.

There have been no previous subcontacts. This one is for $47,950 or approximately 34 % of the ceiling amount of the contract.

The attached copy of the subcontract is for your files; one has been sent to the resident engineer.

RJW:dh
Attachment

cc C. T. Keasey /w/ attach.
Keith Martin /w/ attach.
Federal Highway Administration

EXHIBIT G-1

ORE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
AUG 7 1973
RCE

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION
ESTIMATE SHEET

Bridge Name Manzanita SRA (Chem-Pure Bldg) County Josephine Bridge No. _____
Section and Station _____ Highway I-5
Estimate Made By RES Date 6-26-73 Checked By _____ Date _____
Description

Estimate From No plans
(Strike out the ones Sketch
which do not apply Completed plans; Drawing No.
Calculation Book No. _____ Loading _____

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All					
Shoring, Cribbing, etc.	All					
Slab ~~Structural~~ Excavation 1015/27	Cu.Yd.	37.6		37.6	6.00	225.00
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling	Lin.Ft.					
Treated Timber Piling	Lin.Ft.					
Steel Piling	Lin.Ft.					
Prestr. Conc. Piling	Lin.Ft.					
Drive Timber Piling	Each					
Drive Steel Piling	Each					
Splice Steel Piles	Each					
Drive Prestressed Conc. Piling	Each					
Class Concrete	Cu.Yd.					
Slab Conc. 924.38/27	Cu.Yd.	34.24		34.24	95.00	3253.00
Grade Beam 301.24/27	Cu.Yd.	7.45		7.45	95.00	707.75
Curb 133.25/27	Cu.Yd.	4.94		4.94	95.00	469.30
Metal Reinforcement	Lbs.					
3184 Ft x .668#/ft	Lbs.	2127		2127	.15	319.05
Structural Steel	Lbs.					
W 4 x 13#/ft. 246x13	Lbs	3198		3198	.40	1279.20
Prestressing Steel	Lbs.					
Pestr. Conc.	Each					
Rail #	Lin.Ft.					
Slope Paving	Sq.Yd.					
Berm Paving	Sq.Yd.					
Drain Pipe	Lin.Ft.					
Approach Slab	Sq.Yd.					
Backfill 815.2/27	Cu.Yd.	30.19		30.19	5.00	150.95
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	
Subtotal						6405.40
Plus 15% Percent for Engineering & Contingencies						961.00

EXHIBIT E-1

1-7883

May 14, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract 7883
Manzanita Safety Rest Area
FAP No. I-5-2(73)64

Chem-Pure West, Inc., contractor for this sewage disposal facility, has requested an additional 80 days to complete the contract work without assessment of liquidated damages. The contractor cites delays in material delivery, added work, and a delay in commencing work due to Department of Environmental Quality requirements as reasons for his inability to complete the work within the time allotted.

The contract specified that all work except system connection and final testing was to be completed by July 27, 1973. All work was to be completed by August 31, 1973, which allowed 35 days for connection work, final testing, and training of State personnel. The contractor was issued a suspension of work order when all work except connection, testing, and training work was completed on February 12, 1974. Work on the final items will be resumed after installation work being performed by others under a separate contract has been completed.

The contractor previously requested a 120-day extension of time to advance the early completion date to November 24, 1973. In a November 2, 1973 letter to you, I noted project delays beyond the contractor's control totaling 135 calendar days. On the basis of these delays, the contractor's request was granted. The delay in commencing work due to DEQ requirements and much of the extra work cited by the contractor in this request were considered in the earlier extension of time.

The treatment plant, with the exception of installation of the pumps in the sewage holding tank, was completed December 8, 1973. It was another 65 days before the sewage pumps and guide rail retrieval system were delivered, with one additional day required for installation. This was a revised system that was requested by the State late in the contract. The 66-day delay to completion of the treatment plant is therefore a basis for an extension of time.

The total delays beyond the contractor's control in completing the plant installation is therefore 201 days (135+66), of which 120 days were allowed in the previous extension. It is therefore recommended that the requested 80-day extension of time be granted, applicable to both completion times. This would waive all liquidated damages assessed to date and would provide 35 days to perform the final items of work after the suspension of work order is rescinded. Liquidated damages accrue at the rate of $100 per day. Your concurrence in this extension is requested.

WR:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
A. Shirley, Jr.
V. L. Gallagher

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon 97526
April 30, 1974

To: Bridge Engineer
State Highway Building
Salem, Oregon 97310
Attn: Jack Ayres

SUBJECT: Manzanita Safety Rest Area
Sewage Treatment Facility
Josephine County
Pacific Highway
Contract # 7883

I am forwarding a letter from Chem - Pure West, Inc. which includes their version of our meeting held April 23, 1974. They have also enclosed a breakdown of the subsistence and travel expenses (Item 34) and salary cost (Item 42) to be included in the supplementary contract. While these appear high, it must be remembered that payment will be based on work actually performed, not the estimated quantities shown in the contract.

The salary and subsistence are the estimate quantities for the period after January 1, 1974. I am also enclosing tabulations showing the $4692.82 overrun in salary and the $288.75 overrun in expenses prior to January 1, 1974.

The overrun in subsistence and travel expenses is included in Exhibit D as item 7. The overrun in salary should also be included in Exhibit D as item 53 for $ 4692.82.

Sincerely,

Keith L. Martin
Resident Engineer

cc: Construction Engineer
Region Engineer
file

NOTED
R. W. ELLISON

Form E-40

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Contract # 7383 Manzanita Rest Area Sewage Disposal Facility

Expenses Overrun to January 4, 1974

						Per-Diem Expenses		
	Invoice	# 1	April 1 thru April 30, 1973			413.97		
	Invoice	# 2	May 1 thru May 31, 1973			—		
	Invoice	# 3	June 1 thru June 30, 1973			—		
	Invoice	# 4	July 1 thru July 31, 1973			—		
	Invoice	# 5	August 1 thru August 31, 1973			—		
	Invoice	# 6	September 1 thru September 30, 1973			—		
	Invoice	# 7	October 1 thru October 31, 1973			—		
	Invoice	# 8	November 1 thru November 30, 1973			—		
	Invoice	# 9	December 1 thru December 31, 1973			400.28		
						813.85		
	Exhibit C	of Contract	Estimated Direct Non-Salary Costs			525.00		
	Overrun					~~282~~	288.75	

Form E-40

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Contract #7883 Manzanita Rest Area Sewage Disposal Facility

Salary Overrun to January 1, 1974

				Direct Salary	150% Direct Salary
Invoice	#1	April 1 thru April 30, 1973		847.60	1271.40
Invoice	#2	May 1 thru May 31, 1973		719.94	1079.91
Invoice	#3	June 1 thru June 30, 1973		438.43	657.63
Invoice	#4	July 1 thru July 31, 1973		115.37	173.06
Invoice	#5	August 1 thru August 31, 1973		207.68	311.52
Invoice	#6	September 1 thru September 30, 1973		75.00	112.50
Invoice	#7	October 1 thru October 31, 1973		237.50	356.25
Invoice	#8	November 1 thru November 30, 1973		393.75	590.63
Invoice	#9	December 1 thru December 31, 1973		715.85	1,073.78
				3,751.12	5,626.70
Exhibit A of Contract Estimated Compensation				1,874.00	2,811.00
Overrun				1,877.12	2,815.70

pure West, Inc.

April 24, 1974

Oregon State Highway Division
P.O. Box 306
Grants Pass, OR 97526

Attention: Keith L. Martin

RE: Manzanita SRA
Contract #7883

Dear Keith:

This letter is in response to the meeting we held yesterday (4/23/74) at the State Highway Building in Salem. Specifically, it was requested that I transcribe my "best guess" estimates for items #34 and 42 of the preliminary Supplemental Agreement. Please find these enclosed.

In regard to this same preliminary Agreement, we decided Exhibit A needs to be re-worked according to changes mutually acceptable to both parties. Exhibit B was allowed without changes. In Exhibit C, item #35 was changed to $1,200 to allow for installation costs, and item #38 was changed to $1,000, according to the new proposal. In Exhibit D, items #34 and 42 were changed according to the enclosure, and item #37 deleted due to its inclusion in item #42.

Exhibit E concerns contingency items. The approved completed items were allowed "as is". There was some exception to item #16, and further research is presently underway. It is suggested by the consultant that the engineer responsible for the review of this equipment, conduct further researches also. It should be remembered that almost all of our goals in this project are mutual. To go on, item #43 was changed to $400, and item #41 was changed to $350. Exhibit F was allowed as is.

For purposes of clarity and continuity, it should be mentioned that items #11 and 36 of our March 12, 1974 letter were deleted (#36 to be included in another contract). Also, item #26 of the same letter, if approved, would be allowed under contingencies.

ORE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
APR 25 1973

Please remember, also, that the direct and indirect salary costs, as well as the subsistence and travel costs, that were incurred prior to January 1, 1974 need to be included.

In addition, it was decided that the fixed fee submitted would correspond to the same percentage used in Contract #7883.

Keith, I expect that this letter will serve as a partial summary of the meeting, and that it will supplement your report. I'll continue gathering the requested materials, as well as keep you posted.

Sincerely,

CHEM PURE WEST, INC.

Timothy N. Furrow
Project Manager

TNF/lsc
Enclosure

ESTIMATIONS FOR ITEMS #34 AND 42
OF THE SUPPLEMENTAL AGREEMENT

CONTRACT #7883

It is estimated that a maximum of three work weeks will be required to complete installation, start-up and personnel training for this treatment facility. With a Sunday start and Friday conclusion, this would involve twenty consecutive calendar days, or fifteen workdays. Following is a list of personnel anticipated, along with an estimation of the time they will be required:

(1)	Plumber (ChemPure)	13 Calendar days 10 man days @ $7.50/hour
(2)	Plumber/Laborer (Chem-Pure West)	20 C.D. 15 M.D. @ $7.50/hour
(3)	Project Manager (Chem-Pure West)	20 C.D. 15 M.D. @ $6.25/hour
(4)	Electrician (Independent)	5 M.D. @ $8.00/hour
(5)	Supervisor (Wasteco)	5 C.D. 5 M.D. A $7.50/hour
(6)	Laborer (Wasteco)	5 C.D. @ $7.50/hour 5 M.D.

34. Subsistence and Travel

Previous jobsite experience indicates a subsistence and travel cost of approximately $25.00 per man per day (approximately $400 for 16 days in December '73, and approximately $100 for 4 days in February '74).

A second component of this item is the approximately $100 spent in February. The third component is one man's air fare to and from the jobsite (from St. Louis).

(a) There are 63 calendar days total (see above), and therefore an anticipated expenditure of 63 x $25 or $1,575.

(b) Approximately $100 during February.

(c) Approximately $300 round trip air fare from St. Louis.

The total of the above is $1,975. This was extended to $2,200 to allow a 10% error in estimation.

42. Remaining Salary Costs

There are two direct salary components, those being (a) jobsite salaries, and (b) project manager's additional anticipated salary. An additional five jobsite man days each has been allowed the project manager and plumber/laborer to compensate for an extra trip or two that may be required to the jobsite before preliminary acceptance.

(a) With the above allowance and previous criteria, there would be 75 man days total, and an anticipated expenditure of $3,680 (eight hour workdays).

(b) The average time per month of the project manager has been 50 hours, or 250 hours from January through May. At $6.25 per hour, this would be $1,562.50.

The total of the above is $5,242.50, or $5,250 in round numbers.

Payroll associated direct and indirect costs are allowed at 150% of the direct salaries. This would be $7,875, and the final salary component. The total for item #42 would be $13,125.

The Exhibit D subtotal for "not completed" items (the sum of #34 and 42) is $15,325. The Exhibit D total would then be $25,213.75.

Note:

An allowance should be made in the completed form of the contract for those salary, indirect, subsistence and travel costs incurred prior to January 1, 1974. Both items in this enclosure are computed on the basis of post-January 1, 1974 anticipated expenditures.

7883

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon 97526
May 2, 1974

To: C.W. Head
Commission Services

SUBJECT: Negotiated Contract No. 7883
Chem-Pure West, Inc. and Wasteco, Inc.
Manzanita Rest Area
Pacific Highway
Josephine County

Attached is a certificate of insurance issued by Fireman's Fund for policy number 83 WP-170 04 17 and LC 205 45 64. A verification of insurance issued by Mission Equities Insurance Group for policy number H80464 and M76551 is also attached.

These appear identical to the certifications dated April 18, 1974 which I previously forwarded. However the two new certificates have " In Lieu of Former Certificate " typed at the top of this sheet.

Keith L. Martin
Resident Engineer

cc: Region Engineer w/encl.
Construction Engineer w/encl.
Bridge Engineer w/encl.
file w/encl.

NOTED
C. W. HEAD

RECEIVED
MAY 3 - 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 20, 1973

Wasteco, Inc. &
Chem-Pure West
P. O. Box 1008
Salem, OR. 97308

Attention Mr. Timothy Furrow

Dear Mr. Furrow:

Sewage Disposal Facility
Manzanita Safety Rest Area
Contract 7883

The insurance policy shown below which covers the subject contract will expire on July 1, 1973.

Fireman's Fund American Insurance Companies
Policy No. 83WP 170 0417
Expires: July 1, 1973

Please renew this policy and forward the new policy number and expiration date to the Resident Engineer.

Very truly yours,

Robert J. Wright
Office Engineer

RJW:lp
cc C. T. Keasey
A. Shirley
K. Martin
C. Head

7883

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 15, 1974

NOTED
E. S. HUNTER

Mr. Patrick D. Curran
Administrator
Technical Assistance Division
Department of Environmental Quality
1234 S. W. Morrison Street
Portland, OR 97205

Dear Mr. Curran:

Manzanita Safety Rest Area
Sewage Treatment Facility
Contract 7883
Influent Flow Meter

Your September 26 approval of the subject sewage treatment facility requires continual monitoring of the plant's performance including the break-in period. We have received word from the contractor on this project that delivery time for an influent flow meter will be about 22 weeks. Such delay in start-up of the plant would require delaying construction of the expansion of this safety rest area which is scheduled for the immediate future.

This letter is to confirm the telephone call you received from Mr. John Wood today requesting approval to start up the plant without the influent flow meter in place. The meter will be installed upon receipt. Effluent flow will be maintained beginning with the break-in period.

I understand that we have your verbal approval to begin operation of the subject sewage treatment plant without the influent flow meter. Such operation will allow construction of the rest area expansion work as scheduled.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

RECEIVED
MAR 19 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RWE:dh
cc E. S. Hunter
A. Shirley K. Martin

7883

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 4, 1974

In reply refer to: 10-41-B3

SUBJECT: Oregon Project I-5-2(75)64
Manzanita Safety Rest Area
Contract 7883

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I agree with your acceptance of the $1400 installation cost of the Hydro-O-Matic pumping system as recommended in Mr. Hart's letter dated 1/24/74.

for Vernon V. Cusack

NOTED
E. S. HUNTER

NOTED
A. E. JOHNSON

2-8-74
cc Hart
Young

RECEIVED
STATE HWY ENGR
FEB 7 '74
REFER TO
FOR
Info | J/D | D/R | Sign | Act | File

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FEB 7 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7883

E S Hunter 5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 4, 1974

Mr. A. J. Arellano
Chem-Pure West, Inc.
PO Box 1008
Salem, Oregon 97308

NOTED
E. S. HUNTER

Dear Mr. Arellano:

Manzanita Safety Rest Area
Contract 7883

In our letter of December 28, 1973, we requested a price for installation of a sewage influent flow meter. It was our intent to have the flow measurement devices for the irrigation system and recycle system installed outside the building by the building and utilities contractor.

We have since decided that it would be advantageous for record keeping to have the meters inside the building. Please submit prices for approval for installing water meters in the irrigation and recycle lines. The following requirements shall be met.

1. Inside the building, install one meter in each of the irrigation lines and one meter in the recycle line. The three meters shall be 1 1/2-inch disc type bronze water meters with direct reading six digit totalizing register, calibrated in gallons. Meters shall be Neptune Model 157 or approved equal.

2. Install a 1 1/2-inch bronze strainer ahead of each meter. Strainer shall be a type and brand approved by the meter manufacturer.

3. Install a bronze horizontal swing check valve after each meter. The valves shall be the same size as the main line.

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JAN 7 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

4. Install support frames or brackets to mount meters and strainers above the floor. Do not support meters by the piping work.

5. Install the meters, strainers, piping, fittings, et cetera, in a manner that will readily permit disassembly or removal of the meters and strainers.

Very truly yours,
ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

JHW/ag

cc E. S. Hunter
A. Shirley
K. Martin
G. Hossner, FHWA

7883 Manzanita Safety Rest Area (Sewage Disposal Facility) 1973

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C9A6935
3-28-97

7883

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 28, 1973

Mr. A. J. Arellano
Chem-Pure West, Inc.
P. O. Box 1008
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Arellano:

Manzanita Safety Rest Area
Contract 7883

During our review of your November 28, 1973 recap of changes to date on this project, it was brought to our attention that there is no "add" for a sewage influent flow meter. The Oregon Department of Environmental Quality requested that this flow meter be installed on the treatment plant.

Your letter of August 7, 1973 states that influent sewage flow will be measured by a Badger open-nozzle flow meter with a series 2700 receiver. Please obtain prices for this item and submit them for approval so that installation may proceed as scheduled.

Very truly yours,
ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

JHW:dh

cc E. S. Hunter
A. Shirley
K. Martin
G. Hossner, FHWA

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DEC 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7883

5

December 21, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-5-2(73)64

FROM L. M. Young, Office Engineer

SUBJECT Request Change Order Approval

Contract 7883, Price Agreement No. 1

Project Manzanita Safety Rest Area

Highway Pacific

County Josephine

This Agreement documents the deletion of a portion of the work called for under the contract. Due to the saturated condition of the soil the contractor is unable to complete the backfill of the tank or the removal of spoil material. This deletion will allow the finalization of this contract and avoid possible claim for delay.

A copy of the Engineer's letter of explanation and cost justification are attached.

This deletion of work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, December 17, 1973.

Your approval as of December 17, 1973 is requested.

[illegible]:bb
Attach.

7883

chem pure west, Inc.

NOTED
E. S. HUNTER

December 20, 1973

Oregon State Highway Division
P.O. Box 306
Grants Pass, Oregon 97526

RECEIVED
DEC 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Attention: Mr. Keith Martin

RE: Manzanita Safety Rest Area
Contract #7883

Dear Mr. Martin:

We are in receipt of your letter dated December 13, 1973. We were disappointed at your sudden and unannounced reversal of opinion regarding the Stop Work Order we were to be issued at the completion of equipment installation on this project. As you have been repeatedly advised, our plans have been predicated on your instructions. The sewage pumps you refer to in your letter, as you know, cannot arrive prior to the holidays. This would necessitate their installation as soon as possible after the first of the year under your new instructions. Our request to the Highway Department for written confirmation of their desire for a guide rail retrieval system has yet to be received. The order was finally placed anyway, per the attached telcon of October 11, 1973. This, coupled with current delays in material availability at factory levels are the causes of late delivery. Our foreknowledge of this led to the request for pump installation during the interim period of the contract. It was ultimately decided by you that there would be no conflict with the other contract because all work would be inside of the storage tank. In view of this and other delays, a request for time extension will be made by Chem-Pure West, Inc., after the end date of installation is determined.

In further clarification of your October 13, 1973 letter, Mr. Furrow did not express the belief that the State was responsible for repair of vandalism at the job site. Rather, he requested your help in determining this responsibility so that coverage could be insured and the job could proceed to our mutual satisfaction. Thank you for your help in this matter. Insurance held by Chem-Pure West, Inc. will cover such vandalism should it occur. Any help from State

p.o. box 1008 • salem, oregon 97308 • 503/581-1415

maintenance personnel and the State Police to minimize the vandalism potential will be greatly appreciated by us.

Sincerely,

CHEM-PURE WEST, INC.

Timothy N. Furrow

Enc.
TNF/kw

cc: Walter J. Hart
Alfred Shirley
C. T. Keasey
E. S. Hunter

7883

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 13, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. A. J. Arellano
Chem-Pure West
P. O. Box 1008
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Arellano:

Manzanita Safety Rest Area
Josephine County, Contract 7883

During a review of the sewage treatment plant that was delivered to the job site last week we noticed the hydro-cells incorporated in the recycling pumping system.

In the past we have expressed verbal concern about the use of hydro-cells for this installation, but have not had the opportunity to review the final design of the recycling pumping system.

It is our opinion that this system will not prove satisfactory and will have to be replaced during the first year of operation before final acceptance of the facility.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
WALTER J. HART
R. W. Ellison
Bridge Administration Engineer

JHW:dh

cc Glenn K. Hossner, FHWA
E. S. Hunter
Alfred Shirley
Keith Martin

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DEC 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7883

bc: Cecil [illegible]ad
George [illegible]aldwin
F. B. Klaboe
H. S. Coulter
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
V. L. Gallagher
Gary Sund
R. E. Whipps

JAB:fw cm

November 13, 1973

TO Oregon Transportation Commission

FROM E. S. Hunter
Acting State Highway Engineer

SUBJECT Request for Time Extension
Manzanita Safety Rest Area
Contract No. 7883

Chem-Pure West, Inc., contractor on this negotiated contract, has requested a 120-day extension of the contract time citing various changes and additions to the work. The contract covers both design and construction of a self-contained sewage dispesal facility. There are two completion dates for this contract. One to complete all work except system connection and final testing by July 27, 1973, and one to complete all work by August 31, 1973. Liquidated damages accrue at the rate of $100 per day.

There was a 104-day delay in getting required Department of Environmental Quality approval of the waste discharge permit and system. Mobilization time for the actual construction after the system approval is also justified. Some revisions have been made since, including the deletion of the above-ground raw sewage storage tank and the substitution of an underground concrete tank. These changes more than justify the additional 16 days extension requested by the contractor.

I have therefore granted a 120-day extension of time on this project applicable to both phases. Your concurrence is requested. This is a Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the November 21 meeting.

7883

November 13, 1973

AGENDA
NOV 21 1973
4i

Chem-Pure West, Inc.
P. O. Box 1008
Salem, Oregon 97308

Gentlemen:

We have reviewed your request for a 120-day extension of time on Contract No. 7883 for work on the Manzanita Safety Rest Area Section of the Pacific Highway in Josephine County.

Careful consideration has been given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 120 days is granted applicable to both phases, which makes a new first phase completion date requirement of November 24, 1973.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Acting State Highway Engineer

bc: Cecil Head
G ~~George Baldwin~~
B. B. Klaboe
H. S. Coulter
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
V. L. Gallagher
~~Gary Gund~~
~~R. E. Whipps~~

JAB:fw cm

NOTED
C. W. HEAD

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7883 Contractor Chem Pure West, Inc.

Highway Pacific

Section Manzanita Safety Rest Area

Kind of Work .....

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 120 day extension to a new early phase completion date of November 24, 1973 because of early delays in securing DEQ approvals and subsequent changes in the construction work. This extension is considered applicable to both phases of the completion requirement.

Recommended for Approval:

J X Wilson
Division Engineer

Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

SP*0206-734

E-330 (Rev.)—SM—9-64

OREGON STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
JUL 26 1973

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 24, 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 86 days to 208 days, within which to complete our Contract No. 7863, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter dated 7-23-73

Respectfully submitted,

Chem-Pure West, Inc.
Contractor

By Thomas B. Hilley
Vice Pres.

CONSENT OF SURETY

Date July 24, 19 73

We, [redacted], as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frances Bradley
[redacted] Attorney-in-fact

(SEAL)

Leslie L. Davis
Leslie L. Davis Resident Agent

FORM E-90 (REV. 10-60)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 23, 1973

SUBJECT: Time Extension Request
Manzanita Safety Rest Area
Contract No. 7883
FAP I-5-2(73)64

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

The subject project is a negotiated contract with Wasteco, Inc. and Chem-Pure West, Inc., a joint venture, for the engineering design and installation of a self-contained sewage disposal facility at the Manzanita Safety Rest Area in Josephine County.

There are two completion dates for this contract; complete all work except system connection and final testing by July 27, 1973 and complete all work by August 31, 1973. The July 27, 1973 complete date is the one that would apply now for time purposes, because the placement of sewage and water lines by other was not completed by that date so that the system could be tested. The separate contract to install these sewage and water lines and to construct the treatment plant building was awarded September 28, 1973 with a completion date of March 15, 1974.

Work on the subject project is approximately 70 percent complete, which includes the design and fabrication of equipment to be installed. Site preparation is proceeding and the estimated completion date (except for the final testing phase items) is November 20, 1973. We may then be in a "stop work" period until the work under the other contract reaches the point where the final testing phase can be accomplished. Thirty days would be left in which to do this.

The contractor has requested a 120-day extension of time which, if granted, would advance the early completion date to November 24, 1973. The contractor contends that various changes and additions to the work as outlined in the original agreement prevented him from completing the work in the time allotted. This request merits action at this time to preclude the withholding of liquidated damages. Valid reasons for granting this time extension are as follows:

1. Delays Attributable to the Department of Environmental Quality (DEQ) - A request for approval of a waste discharge permit was forwarded to the DEQ on July 13, 1972.

The effective date of the agreement was November 30, 1972, to allow the contractor to start on the necessary preliminary engineering. FHWA approval was received on December 27, 1972 and DEQ approval of the waste discharge permit was received January 23, 1973. This 27-day interval delayed the preliminary work and was unforeseen by the contractor. After the DEQ was sent preliminary plans, a meeting was held on June 4, 1973 where theDEQ raised objections to the type of sewage disposal system that had been previously approved. It was not until August 20, 1973 that the DEQ granted approval so that the contractor could proceed with the site work. This 77-day (from June 4 to August 20) delay was beyond the control of the contractor and held up the site work and subsequent installation of the equipment. Total delays attributable to DEQ are 104 days.

2. Mobilization - Since the contractor was unaware of when he would be given approval to proceed with the site work, he was not ready to commence operations immediately, and a 10-workday or 14 calendar day mobilization time is justifiable in this case.

3. Changes - The major revision of work was the deletion of the above-ground raw sewage storage tank and the substitution of the underground concrete tank. This involved extra excavation unforeseen by the contractor. The three days from September 25 to September 27, 1973 were spent excavating for the underground tank which would have not been necessary for the above-ground type.

At a meeting on April 3, 1973, the State requested that the contractor make some other necessary changes. These included, besides the above-mentioned change in the sewage storage tank, the addition of a flow meter, pumps for the irrigation system, and a sump for the storage tank. In addition, it was pointed out to the contractor that engineering drawings would be necessary for the building slab. The agreement did not spell out the necessity for such drawings, and the contractor was required to hire a subconsultant to perform this work. It is felt that the contractor was delayed 14 days from April 3, 1973 to April 17, 1973 because of these changes and the fact that the agreement was unclear concerning some of the requirements. Total delays due to changes are 17 days.

Total delay to the project for all of the above reasons is 135 calendar days. It is therefore recommended that the requested 120-day extension of time be granted, applicable to both completion times. Liquidated damages accrue at the rate of $100 per day. This is a Federal-aid project and Mr. R. J. Wright discussed the request with Mr. Glenn Hossner of the FHWA on October 12, 1973 and Mr. Thomas Lowe on October 15, 1973. Tentative approval was given subject to further review. Rough draft letters to FHWA, the Commission and the contractor are attached.

RJW/ag:JAB:fw
Enc.
cc V. L. Gallagher
Richard Hacek

chem pure west, Inc.

ORE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
JUL 26 1973

July 23, 1973

State of Oregon
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Bob Wright

Gentlemen: Re: Manzanita Contract No. 7883

In order to comply with your request of information to qualify for requesting an extension of time on the above-mentioned contract, the following is submitted for your perusal. While the following information is not all inclusive, we have tried to be specific about the times and the events that occurred which would affect or qualify the request for this extension.

The first meeting that would affect this request was held on April 3, 1973 at the State Highway Department. People participating in this meeting were: Bob Wright, John Wood, Duane Christenson, Bob Knapp of the Highway Department; John McDonald of Wasteco; Tim Furrow and Art Arellano of Chem-Pure West, Inc. The purpose of this meeting was to discuss the proposed system in detail and review any changes that were being considered. At this meeting, it was determined that the makes and types of pumps to be used, such as Hydr-O-Matic, Jaccuzi and Hydro-Cell were acceptable to the State. The State at this meeting brought up that some changes were being considered. They were as follows:

1. Deletion of the 100,000 gallon raw storage tank and the addition of a 25,000 gallon underground concrete tank.

2. The addition of a flowmeter.

3. The addition of pumps for the irrigation system to be furnished by Chem-Pure as opposed to being furnished by others.

These changes were brought up as an awareness basis, and Chem-Pure West was to submit prices for their review. Also discussed at this meeting

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was a schedule of timings for the job. Those items that would affect the contractor on this job, such as rough grading, the building, laying of the lines, were to be let in a separate contract and not to be furnished by Chem-Pure West. The State felt that it would be more expeditious to have the rough grading handled by others as it would expedite the preparation of the job site. The conclusion of this meeting resulted that the State would furnish the following information within the next couple of days:

1. Drawings on the 25,000 gallon concrete tanks.

2. Line layout drawings.

3. A time schedule for the site preparation work.

We were asked to furnish the State the following:

1. Slab drawings with pipe layout.

2. Layout of the sump incorporating the 25,000 gallon tank for which we had just been given drawings.

3. Specifications and drawings of the incinerator.

4. Drawings for the treatment plant.

5. A list of utility requirements.

At this time a direction was established that incorporated the changes that are mentioned.

On April 30, 1973 the formal contract was issued to Chem-Pure West and Wasteco. On May 1, 1973 the State advised that specifications for the site work were about ready so the site work could be proceeded with shortly.

On May 9, 1973 the State verbally requested that Chem-Pure West furnish the irrigation pumps and controls. This required discussion with St. Louis, pump manufacturer for sizing and information for preparing revisions in the electrical and mechanical drawings.

On May 11, 1973 the State notified Chem-Pure West that specifications for site work were delayed but were forthcoming.

May 16, 1973 the State requests that sump be placed outside of building instead of inside. In prior discussions, the State had requested changing the 100,000 gallon above-ground emergency storage tank to a 25,000 gallon under-ground reinforced tank. At this time, it was agreed to incorporate the sump into the 25,000 reinforced gallon tank. The reason for this was reduction in pump and control costs, elimination of vandalism potential and better protection from the elements. This required complete new tank and sump drawings as well as revisions in the electrical controls.

In prior discussions the possibility of incorporating a flowmeter had been investigated. On this date, the State advised that we should forget about and definitely not consider a flowmeter. On this date, the State first made known that they were considering moving the slab to a different location and were in process of preparing for us the revised elevations. This caused further delay in the drawings which affected the rough grading.

In addition, Chem-Pure West was advised by the State of their desire to have support columns located underneath the slab. This required preparation for revision of slab drawings.

On May 18, 1973 the State called to advise that they were still trying to complete job specifications. This, of course, affected proceeding with the rough grading by others.

May 22, 1973, the advance hand-written rough copy of job specifications were received by Chem-Pure West.

On May 31, 1973 Chem-Pure West received slab and road elevations from the State, as well as notification that slab had been moved 15' north. While this correspondence is dated May 21, 1973, it was not received by Chem-Pure West until May 31, 1973. This permitted us to conform to past requests to obtain bids for the rough grading that was originally intended to be done by others. It also allowed us to obtain firm quotations on the slab and tank.

On June 4, 1973 at a meeting with the State and the D.E.Q., changes and additions were requested as follows:

(a) D.E.Q. requested further changes in the potable water system.

(b) D.E.Q. requested chlorination of effluent.

(c) D.E.Q. requested addition of flowmeter to the system as a must.

This required additional time and effort by Chem-Pure West to adjust drawings, make mechanical revisions and process price changes.

Tank drawings were submitted to the State by Chem-Pure West.

On June 6, 1973, Chem-Pure West obtained from Clark & Groff the first copy of the slab drawings.

On June 8, 1973 - bids for site grading. All pipe work revised slab and revised storage tank were submitted to Chem-Pure West and then to the State. On this date at the meeting with the State, several changes were requested in the 25,000 gallon storage tank by the State personnel.

On June 13, 1973 the State requested changes in potable water lines and addition of backflow preventor to the potable water lines. This required revision of slab drawings. These changes were immediately forwarded to Clark & Groff.

June 14, 1973 - copies of revised slab drawings were delivered to the State.

On June 15, 1973 the State requested additional revisions in the slab drawing. These revisions included elimination of the support columns previously requested on May 16, 1973 as well as further revisions in the potable water system.

On June 21, 1973, revised tank drawings submitted to the State as per their request.

June 22, 1973 - additional quotations for site work were obtained and submitted to the State by Chem-Pure West.

June 27, 1973 - meeting between Chem-Pure West and Clark & Groff to further implement the changes and additions requested at the meeting of June 25, 1973.

Bob, while the above information may not include all the meetings we have held with your personnel and with others, I hope that it will indicate and qualify the necessity of this request for time extension. As you can see by the aforementioned delays to the project over and above the normal expected time have thus far exceeded 90 days to process the information requested by these changes and additions, and since approval is yet to be obtained to proceed with the site work, we feel that an additional 120 days would be justified. Needless to say, we hope this time is not necessary, and we will do everything to hold it down to an absolute minimum.

However, due to final approval by the Federal people of the total drawings and the construction strike which is in progress at this time, it is difficult to pinpoint an exact date. However, this is felt to be a time factor that will allow for these unknowns.

Also, I am enclosing the five copies of Form E-320 as a part of this request.

Respectfully submitted,

CHEM-PURE WEST, INC.

Arthur J. Arellano

Arthur J. Arellano
President

AJA/bjm

Bob, while the above information may not include all the meetings we have held with your personnel and with others, I hope that it will indicate and qualify the necessity of this request for time extension. As you can see by the aforementioned delays to the project over and above the normal expected time have thus far exceeded 90 days to process the information requested by these changes and additions, and since approval is yet to be obtained to proceed with the site work, we feel that an additional 120 days would be justified. Needless to say, we hope this time is not necessary, and we will do everything to hold it down to an absolute minimum.

However, due to final approval by the Federal people of the total drawings and the construction strike which is in progress at this time, it is difficult to pinpoint an exact date. However, this is felt to be a time factor that will allow for these unknowns.

Also, I am enclosing the five copies of Form E-320 as a part of this request.

Respectfully submitted,

CHEM-PURE WEST, INC.

Arthur J. Arellano

Arthur J. Arellano
President

AJA/bjm

7883

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

November 9, 1973

Chem-Pure West, Inc.
P O Box 1008
Salem, OR 97308

NOTED
E. S. HUNTER

Attention: Mr. A. J. Arellano

Gentlemen:

Manzanita Safety Rest Area
Sewage Disposal Facility
Contract 7883

Attached is a copy of the contract administration section of a recent Federal Highway Administration report on the subject project. The report indicates that your organization is delinquent in its contract administration responsibilities.

Please submit immediately the required second tier sub-contracts and EEO information to the Resident Engineer, Mr. Keith Martin. Further progress payments on this project will not be made until the required information has been furnished.

I understand that the problems of coordination of the sub-contractors and the work have been resolved by your action of assigning a man in responsible charge on the job. As prime contractor, coordination and direction of the work are your responsibility.

Reports such as this certainly do not help your corporate image within the State Highway Division and the Federal Highway Administration.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attach.
cc E. S. Hunter
C. T. Keasey
A. Shirley
K. Martin
FHWA
R. J. Wright
J Wood

RECEIVED
NOV 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7883

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

November 8, 1973

Mr. A. J. Arellano
Chem-Pure West, Inc.
P. O. Box 1008
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Arellano:

Manzanita Safety Rest Area
Contract 7883

Please proceed with the installation of the additional 4" drain line to the storage tank at the price of $320.10 quoted in your letter of October 12, 1973.

Very truly yours,

Walter J. Hart
Bridge Engineer
By
ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

JHW:dh

cc E. S. Hunter
Alfred Shirley
Keith Martin
FHWA

RECEIVED
NOV 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7883

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 7, 1973

In reply refer to: 10-35-B3

SUBJECT: FAP I-5-2(73)64
Manzanita Safety Rest Area
Request for Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur with a time extension of 120 days on the subject project which you support and recommend in Mr. Coulter's November 2, 1973 letter.

for G. K. Hansen
G. L. Green

RECEIVED
STATE HWY ENGR
NOV 9 '73
REFER TO
Coulter - TAA
FOR

Info	Inves	R/D	D/R	Sign	Act	File

11-9-73
cy Keasey
cy Shirley Gallagher

NOTED
H.S.COULTER

7883

November 2, 1973

TO Glen L. Green
Federal Highway Administration

FROM

H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
Manzanita Safety Rest Area
Contract No. 7883
FAP I-5-2(73)64

There are two completion dates for this contract: complete all work except system connection and final testing by July 27, 1973, and complete all work by August 31, 1973. The July 27, 1973 completion date is the one that would apply now for time purposes, because the Placement of Sewage and Water Lines by Other was not completed by that date so the system could be tested. The separate contract to install these sewage and water lines and to construct the treatment plant building was awarded September 28, 1973 with a completion date of March 15, 1974.

Work on the project is approximately 70 percent complete, which includes the design and fabrication of equipment to be installed. Site preparation is proceeding and the estimated completion date (except for the final testing phase items) is November 20, 1973. We may then be in a "stop work" period until the work under the other contract reaches the point where the final testing phase can be accomplished. Thirty days would be left in which to do this.

The contractor has requested a 120-day extension of time which, if granted, would advance the early completion date to November 24, 1973. The contractor contends that various changes and additions to the work as outlined in the original agreement prevented

him from completing the work in the time allotted. This request merits action at this time to preclude the withholding of liquidated damages. Valid reasons for granting this time extension are as follows:

1. Delays Attributable to the Department of Environmental Quality (DEQ) - A request for approval of a waste discharge permit was forwarded to the DEQ on July 13, 1972. The effective date of the agreement was November 30, 1972, to allow the contractor to start on the necessary preliminary engineering. FHWA approval was received on December 27, 1972 and DEQ approval of the waste discharge permit was received January 23, 1973. This 27-day interval delayed the preliminary work and was unforeseen by the contractor. After the DEQ was sent preliminary plans, a meeting was held on June 4, 1973 where the DEQ raised objections to the type of sewage disposal system that had been previously approved. It was not until August 20, 1973 that the DEQ granted approval so that the contractor could proceed with the site work. This 77-day (from June 4 to August 20) delay was beyond the control of the contractor and held up the site work and subsequent installation of the equipment. Total delays attributable to DEQ are 104 days.

2. Mobilization - Since the contractor was unaware of when he would be given approval to proceed with the site work, he was not ready to commence operations immediately, and a 10-workday or 14-calendar-day mobilization time is justifiable in this case.

3. Changes - The major revision of work was the deletion of the above-ground raw sewage storage tank and the substitution of the underground concrete tank. This involved extra excavation unforeseen by the contractor. The three days from September 25 to September 27, 1973 were spent excavating for the underground tank which would not have been necessary for the above-ground type.

At a meeting on April 3, 1973, the State requested that the contractor make other necessary changes. These included, besides the above-mentioned change in the sewage storage tank, the addition of a flow meter, pumps for the irrigation system, and a sump for the storage tank. In addition, it was pointed out to the contractor that engineering drawings would be necessary for the building slab. The agreement did not spell out the necessity for such drawings, and the contractor was required to hire a subconsultant to perform this work. It is felt that the contractor was delayed 14 days from April 3, 1973 to April 17, 1973 because of these changes and the fact that the agreement was unclear concerning some of the requirements. Total delays due to changes are 17 days.

Total delay to the project for all of the above reasons is 135 calendar days. It is therefore recommended that the requested 120-day extension of time be granted, applicable to both completion times. Liquidated damages accrue at the rate of $100 per day. Your concurrence in this extension is requested.

JAB:fw

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
Alfred Shirley, Jr.
V. L. Gallagher

7883

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

October 31, 1973

RECEIVED
NOV 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. A. J. Arellano
Chem-Pure West, Inc.
P O Box 1008
Salem, Oregon 97308

Dear Mr. Arellano:

Manzanita Safety Rest Area
Pacific Hwy. Josephine Co.
Contract 7883

Attached are water pipe identification specifications that have been developed for use by the Oregon State Highway Division.

The specified colors, paint, pipe markers, tags, tape, et cetera, have all been approved by the State Plumbing Advisory Board.

Please include work and materials required by these specifications in Contract 7883.

Discussion and cooperation with the other contractor may be appropriate for obtaining materials and coordinating the work.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R. W. ELLISON
R. W. Ellison
Bridge Administration Engineer

JHW/ag
Attachs.
cc E. S. Hunter
A. Shirley w/attach.
K. Martin w/attach.
G. Hossner w/attach.

4.

7883

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

October 19, 1973

Gary L. Hawk, Director
Plumbing Section
Department of Commerce
617 Chemeketa Street
Salem, Oregon 97310

Dear Mr. Hawk:

Manzanita Safety Rest Area
Pacific Highway
Josephine County
Contracts 7932 and 7883

Attached are specifications that we propose to use for color coding the potable and recycled water lines on this project.

Please review at your earliest convenience so that we may inform the contractor of the materials required.

We would hope to obtain approval from your Advisory Board at their October 24, 1973 meeting. We will send a representative to answer any questions they may have.

Please note that these specifications are to replace the preliminary set attached to our letter of September 17, 1973.

Very truly yours,

Walter J. Hart
Bridge Engineer

By

R. W. Ellison
Bridge Administration Engineer

JHW/sh
Enclosure

cc: E. S. Hunter /w/attach.
A. Shirley /w/attach.
Keith Martin /w/attach.
Glenn Hossner /w/attach.

RECEIVED
OCT 22 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Water Pipe Identification

All copper and galvanized water pipe and tanks that are exposed or are accessible for maintenance operations shall be color coded by painting and identified with pipe markers as follows:

A) Painting

The copper and galvanized pipe and tanks shall be cleaned with solvent, followed with a thin coat of vinyl wash (Federal Specification MIL-P-15328C), followed with a coat of enamel. The enamel coat shall be compatible with the vinyl wash and the colors shall be as follows:

1. Potable water (drinking water) green
2. Recycled and waste water (contaminated water) yellow

Color charts shall be submitted to the engineer for approval.

B) Pipe Markers

The copper and galvanized pipe and tanks shall be identified with vinyl plastic color bands and legends located as follows:

1. Adjacent to each valve and fitting.
2. At each branch and riser take-off.
3. At each pipe passage through wall, floor and ceiling.
4. At each pipe passage to underground.
5. On all horizontal pipe runs - marked every 10 feet.
6. At each end of each tank.

The pipe marker colors and legends shall be as follows:

1. Drinking Water - green background with black letters
2. Contaminated Water - Yellow background with black letters

The pipe markers shall generally conform to the details shown on Drawing 29046 and shall be permanent vinyl plastic with pressure-sensitive adhesive backing as manufactured by Seton Name Plate Co., 50 Fitch St., New Haven, Conn., or approved equal. Samples shall be submitted to the engineer for approval.

The pipe markers shall be positioned in a manner to permit easy reading of the legends.

Valve Identification

All valves and hose bibbs (except on plumbing fixtures and equipment) connected to hidden pipe that is not readily identifiable by color or pipe marker shall be identified with anodized aluminum tags.

The tags shall not be less than 2" in diameter with engraved natural aluminum lettering and background color to match the pipe color code. "Drinking Water" shall be engraved on the green tags and "Contaminated Water" shall be engraved on the yellow tags. The tags shall generally conform to the details shown on Drawing 29046.

Tags shall be securely fastened to valves with approved meter seals with 4 ply .018 copper smooth wire, or approved brass "S" hooks, or brass jack chain, in a manner to permit easy reading.

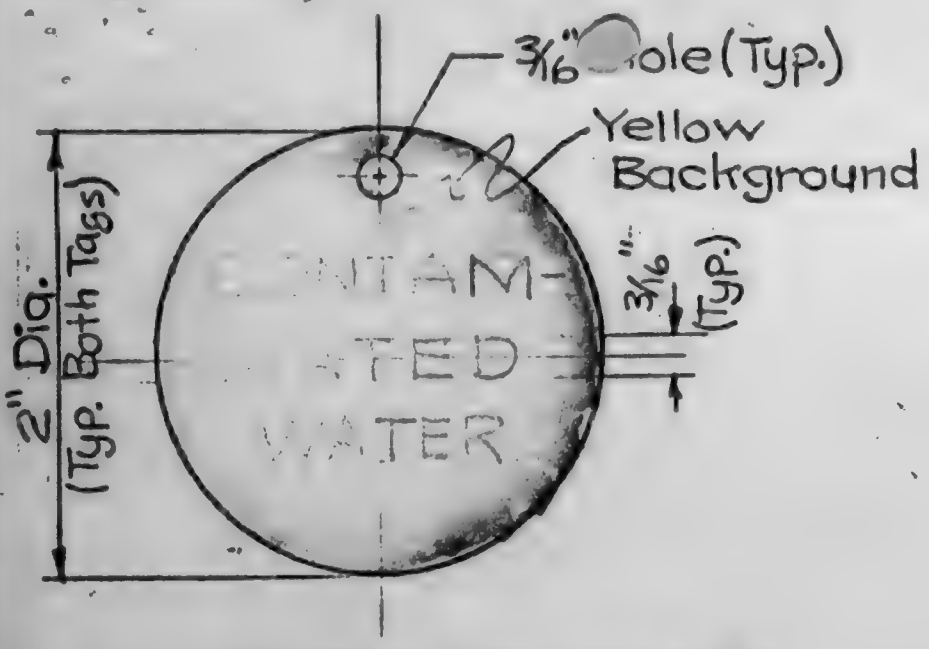
Buried Pipe Identification

The buried waste and recycled water lines shall be identified with two-foot lengths of yellow polyvinyl cloth tape attached to the top surface of the pipe, located as follows:

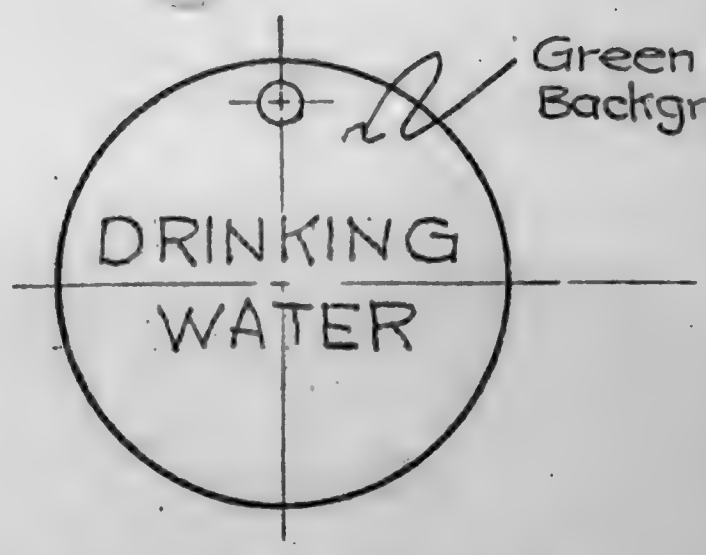
1. Adjacent to each valve and fitting.
2. At each branch and riser take-off.
3. At each pipe passage through walls.
4. At each pipe passage from underground.
5. At each 10 ft. spacing between the above mentioned points.

The tape shall be 3" wide "Mystik" tape conforming to Federal Specification PPPT-60D Type 4 Class 1, as manufactured by Borden Chemical, Inc., 1700 Winnetka Ave., Northfield, Illinois 60093 or approved equal. Samples shall be submitted to the engineer for approval.

Pipes located underneath concrete slabs need not be identified.



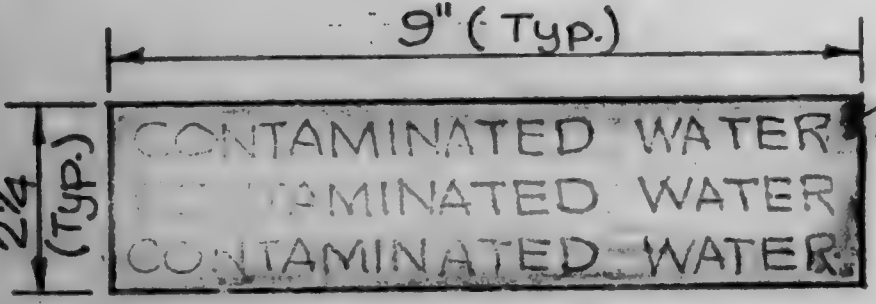
RECYCLED WATER



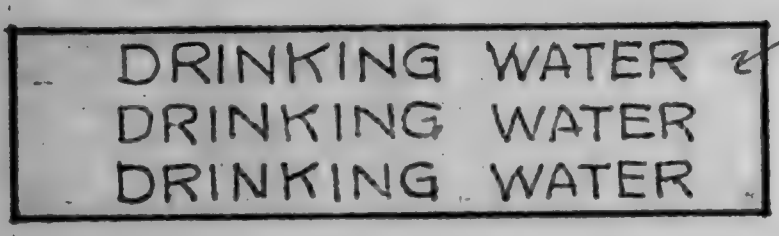
POTABLE WATER

VALVE IDENTIFICATION TAGS

Scale: Full Size



RECYCLED WATER



POTABLE WATER

PIPE MARKERS

Scale: 3/8" = 1"

#7883

FORM PR-33A (REV. 3-68)

OSHD (Coulter)
Region
Wash DC C. Hoefler

10-2-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☐ Contact ☒ Project Stage * ☐ Statewide Inspection-in-Depth ch

Region No.	Report No.	County	Division
10	1	Josephine	Oregon

Date of Inspection	Inspection Made By	Project No.
10/2/73	T. P. Lowe, Area Engineer	I-5-2(75)64

In Company With
Keith Martin, Resident Engineer, OSHD

Location
The Manzanita Rest Area is located along I-5 about 5 miles north of Grants Pass.

COPY SENT
OCT 23 1973
REGIONAL OFFICE

Contractor Name and Address
Chem-Pure West, Inc., Salem, Oregon

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
April 6, 1973	140,380.00	-	April 6, 1973	Sept 25, 1973

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Unsatisfactory	125 %	53%

Roadbed (Width) (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

10-26-73 Copies of Yours

Info			
Inves			
R/D	FOR	REFER TO	OCT 24 73 D E
D/R			
Sign			
Act	RECEIVE		
File			

RECEIVED STATE HWY. ENGR.

OCT 25 1973

Office of Assistant State Highway Engineer

H.S. COULTER NOTED

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

MANZANITA SEWAGE DISPOSAL FACILITY
MANZANITA SAFETY REST AREA
Interstate 5

1. Scope of Inspection

This was a general inspection with particular emphasis on contract administration.

2. Description of the project

Originally this project was to provide for (1) a self-contained incinerator type sewage disposal system, (2) expansion of the rest area facilities and (3) for the landscaping in the rest area itself. Because the proposed waste system, self-contained incinerating sewage disposal plant, is considered a Type II experimental project and the other rest area expansion work could be let under normal competive bidding processes, it was decided to break the work up into three separate projects as follows:

(1) Project I-5-3(75)64: This project was negotiated with Chem-Pure West, Inc., of Salem and provides for construction of the Wastco system incinerating plant on a concrete slab with a 25,000 gallon holding reservoir. No external plumbing or even the shell of the building was provided for in

(more)

this contract. Estimated cost of the work is $140,000.

The negotiated contract with Chem-Pure West was signed April 6, 1973 and made retroactive to November of 1972 to cover preliminary engineering costs. The agreement stipulated the completion date of July 31, 1973. The plans were submitted to DEQ for approval on May 23, 1973. On June 4, 1973 DEQ advised the State of several modifications necessary for their approval. The plans were revised and resubmitted to DEQ. DEQ gave conditional approval on August 20, 1973 and immediately ordered the contractor to proceed. the State.

The contractor started work on September 25, 1973. At the time of this inspection (10/2/73) approximately 53% of the work had been completed. Estimated completion date is November 30, 1973. The contractor has requested a 120 day time extension based on delays in obtaining the necessary permits, approvals and design changes necessary for DEQ approval.

The State is presently analyzing the time request and it appears some time is warranted due to the following matters:

a. DEQ Approvals:

(a) December 27, 1972 to January 23, 1973 - time required for State to get waste discharge permit.

(b) June 4 to August 20 - time required to modify plans and obtain DEQ approval of the system.

b. Contractor mobilization time after State's notification to proceed of August 20, 1973.

c. Construction Changes:

(a) Design and construct a buried concrete storage tank in lieu of surface steel tank.

(b) Floor plan revisions to change building size.

(2) Interstate 5-3(73)64: This part of the work is being done under a competitive bid and provides for finishing the building in which the Wastco facility had been constructed and for the utilities such as water and electrical connections to make the system functional. The contract was awarded on September 28 to Ausland Construction Co. in the amount of $100,000. Work on this contract has not started.

(3) I-5-3(-): This project which will probably be advertised approximately in August 1974 will provide for expanding the existing rest area toilet facilities and provide for associated landscaping. This contract will be awarded under the normal competitive bidding procedures.

(more)

3. Contract Administration

As mentioned above this is an experimental Type II negotiated contract. Chem-Pure West, Inc., is the prime contractor responsible for design and construction engineering and construction of the facility including training of State personnel to operate and maintain the facility after it is complete.

Chem-Pure West has subcontracted the floor slabs and tank construction to Pacific West Construction who in turn has subcontracted various items of work such as plumbing, concrete and reinforcing steel. Since construction has started neither the prime contractor, Chem-Pure West, or the first tier subcontractor, Pacific West Construction, have had representatives on the job.

The first tier subcontractor, Pacific West, has been approved by the State however none of the second tier contractors which are now working in the field have been approved as required. The Resident Engineer has requested both verbally and in writing requests for the second tier subcontractors be submitted for approval including the related EEO information. It is anticipated that the subcontract approvals and EEO requirements will be straightened out in the near future. This matter will be followed up during my next inspection.

A problem is developing in the contract administration in that the second tier subcontractors are relying on the State's Resident Engineer to solve questions concerning minor modifications in the plumbing during construction. The Resident Engineer is continually being put on the spot to answer technical questions concerning the design in order to keep the project moving. I feel that questions concerning the location of sewer lines and the type of concrete slab finishing necessary to house the Wastco hardware should be answered by the prime contractor who is responsible both for design and construction engineering. I recommend the Resident Engineer refer these questions to the prime contractor and request the prime contractor assign an engineer on the job to keep the work moving in an orderly fashion.

4. Price Agreement - Changing Building Size

The Wastco plant building was originally planned to be 36'x50'. The contractor on the second project, Ausland Construction Co., had requested to construct a standard building 40'x50' at no additional cost. The State has negotiated a price agreement with Ausland Construction Co. to change the building size from 36'x 50' to 40'x50'. There will be some cost in the original negotiated contract since it is being done on a cost plus basis.

7883

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

October 12, 1973

Department of Environmental Quality
Air Quality Control Division
1234 S. W. Morrison Street
Portland, Oregon 97205

NOTED
E. S. HUNTER

Gentlemen:

Manzanita Safety Rest Area
Josephine County
Contract 7883

Enclosed are three copies of our application for an Air Contaminant Discharge Permit, a purchase order for the filing and investigation fees, and a copy of form NC-1, Notice of Construction and Application for Approval.

These forms are in answer to the requests set forth in your letter of August 7, 1973.

We have also asked the contractor to install a smoke detecting device and continuous strip chart recorder on the Wasteco sludge incinerator per your requirements. The charts will be kept and submitted with other data in a report to be compiled by the Highway Division after 12 months of operation.

Very truly yours,

Walter J. Hart
Bridge Engineer

By
ORIGINAL SIGNED
R. W. ELLISON
R. W. Ellison
Bridge Administration Engineer

JHW/sh

cc: E. S. Hunter
D. H. Moehring
Keith Martin
A. Shirley, Jr.
Glenn Hossner

RECEIVED
OCT 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7153

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

October 11, 1973

Mr. Arthur J. Arellano
Chem-Pure West, Inc.
P.O. Box 1008
Salem, OR 97308

Dear Sir:

Proceed with installation of the smoke detecting device and continuous strip chart recorder which was quoted at $1295 in the Wasteco, Inc. letter of August 23, 1973.

Very truly yours,

Walter J. Hart
Bridge Engineer
By

R. W. Ellison
Bridge Administration Engineer

JHW:smd
cc E. S. Hunter
A. Shirley
D. H. Moerhing
K. Martin

NOTED
E. S. HUNTER

RECEIVED
OCT 12 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7883

October 2, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal Aid Project
No. I-5-2(73)64

FROM L. H. Young
Office Engineer

SUBJECT Notification Contract Work Started

Contract 7883, Work Started September 25, 1973

Project Manzanita Safety Rest Area

Highway Pacific

County Josephine

VB:dg

7883

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 1, 1973

TO Mr. Alfred Shirley, Jr.
Regional Engineer

FROM ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

SUBJECT Manzanita Safety Rest Area
Sewage Treatment Plant
Contract 7883
DEQ Approval

Attached is a copy of a letter of approval from the DEQ for the subject project. Please note that the DEQ requires certification upon completion of the work that the project was constructed in conformance to the plans and specifications. Also that they require a report on the operation of the facility for a one-year period after installation.

We will look to you for the basic information required in the certification and the 12-month report. Pictures and records made during construction and initial operating period will be valuable in compiling a comprehensive report.

RWE:dh
Attachment

cc E. S. Hunter
D. H. Moehring /w/ attach.
Keith Martin /w/ attach.
J. H. Wood
L. L. Wallace
H. A. Schell

NOTED
E. S. HUNTER

RECEIVED
OCT 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7883

chem pure west, Inc.

September 26, 1973

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Routing
Keasey — RECEIVED — Scofield
Bond — Glenn
Jackmond — SEP 27 1973 — Berg
Hardt
Johnsen — CONSTRUCTION
Walker — SECTION

RE: Manzanita Safety Rest Area
Contract #7883

Gentlemen:

Attached is our invoice number 5 for the above subject job. Mr. Furrow's time was spent on coordination of drawing revisions, meetings at the job site w th the contractor, and the engineer in Grants Pass. The rest of his time was spent for general job coordination effected by these meetings.

Sincerely,

Arthur J. Arellano

Arthur J. Arellano

AJA:vr
Attachment

NOTED
H.S. COULTER

RECEIVED
SEP 27 1973
HIGHWAY
ADMINISTRATIVE SERVICES

RECEIVED
SEP 27 1973
BRIDGE DIVISION

p.o. box 1008 • salem, oregon 97308 • 503/581-1415

7883 Form FHWA 121 (Rev. 5-73)

5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 12, 1973

In reply refer to: 10-35-EC2

SUBJECT: Oregon Project I-5-2(73)64
Manzanita Safety Rest Area - Tentative Concurrence in Award

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Based on the information furnished in Mr. Young's August 28 letter on the above subject, we concur that it is in the public interest to award the contract to the low bidder although his bid is substantially over the engineer's estimate.

for G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
SEP 14 '73
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig
9-14-73

7883

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

September 11, 1973

Mr. A. J. Arellano
Chem-Pure West, Inc.
P O Box 1008
Salem, Oregon 97308

NOTED
E. S. HUNTER

Dear Mr. Arellano:

Manzanita Safety Rest Area
Contract 7883
Smoke Detecting Device

Your proposal for the Remcor smoke detecting device and the Rustrak continuous strip chart recorder to be installed on the Wasteco sludge burner has been received.

Since the price quoted by Wasteco for installing this equipment is well above that for a simple detection, monitoring system, we assume the detector is somehow hooked into the control system and this is the reason for the high cost.

Would you please elaborate on what happens when smoke is detected in the stack?

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

JHW/ag

cc E. S. Hunter
A. Shirley
K. Martin

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SEP 12 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7883

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 11, 1973

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

Mr. A. J. Arellano
Chem-Pure West, Inc.
P. O. Box 1008
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Arellano:

Manzanita Safety Rest Area
Contract 7883
Slab and Tank Revision

The Department of Environmental Quality suggests that we provide a sump for emergency collection of chemicals if one of the chemical storage tanks should rupture.

We feel that this kind of emergency is not likely to happen in the near future and we do not wish to delay construction of the slab by altering the plans at this late date.

Attached are some prints indicating a proposal acceptable to the DEQ that would give us the option of providing for this emergency collection at a later date using state forces.

We propose to connect the floor drain immediately adjacent to the chemical storage tanks to the 25,000 gallon storage tank with a separate 4-inch line. This 4-inch line would enter the underground tank approximately 17 feet from the 6-inch line which connects the remainder of the slab drains.

Some time after the completion of the contract the system can be activated by constructing a concrete curb around the chemical storage tank and a low cutoff wall in the underground tank. The wall would be between the 4-inch and 6-inch inlets, the location and height determined by the size tank needed to collect the chemicals.

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SEP 12 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Also attached are approved prints of the slab drawings with the pipe revisions noted thereon. Please add the pipe revision details to your tank drawings.

Very truly yours,

Walter J. Hart
Bridge Engineer
By

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

JHW:dh
Attachments

cc E. S. Hunter
Alfred Shirley
Keith Martin /w/ attach.
Federal Highway Administration /w/ attach.
Pat Curran, DEQ /w/ attach.
C. T. Keasey

7883

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

R. B. Klaboe
Administrator of Highways

September 5, 1973

Mr. A. J. Arellano
Chem-Pure West, Inc.
P. O. Box 1008
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Arellano:

Manzanita Safety Rest Area
Contract 7883

This will confirm our telephoned request for you to revise your slab drawings to accommodate a 40 ft. x 50 ft. building with blockouts for 4 ft. square footings.

It is our understanding that this revision is incorporated into the Pacific West Construction estimate of August 31, 1973.

Very truly yours,

Walter J. Hart
Bridge Engineer
By

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

JHW:dh

cc E. S. Hunter
J. X. Wilson
Keith Martin
Federal Highway Administration

RECEIVED
SEP 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7883

Coulter

chem pure west, Inc.

August 31, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: Sewage Disposal Facility-Manzanita Rest Area
Contract #7883

Gentlemen:

The following is a resume of activities pertaining to the Chem-Pure West contract with the State Highway Division for a treatment plant at the Manzanita Rest Stop in Josephine County as per request of the Highway Department to accompany the monthly billing from Chem-Pure West to the Highway Department.

Tim Furrow devoted his time during the month of July towards the same ends he was trying to accomplish during the month of June. Primary effort was directed by Mr. Furrow towards revisions of construction drawings on the part of Clark & Groff and Charles Hoar, engineers.

The charges by Charles L. Hoar are direct costs for drawings and revisions in the 25,000 gallon underground storage tank and sumps.

Very truly yours,

CHEM-PURE WEST, INC.

Arthur J. Arellano
President

AJA:vr

RECEIVED
SEP 5 1973
Office of
Assistant State Highway Engineer

RECEIVED
SEP 4 1973
BRIDGE DIVISION

p.o. box 1008 • salem, oregon 97308 • 503/581-1415

7883 11

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 28, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Project No. I-5-2(73)64
Manzanita Safety Rest Area

RECEIVED
AUG 29 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

Tentative concurrence is requested in the award of contract for the subject project. Bids were received on August 23, 1973, and Ausland Construction Co. of Grants Pass submitted the low bid for the treatment plant building and utilities on this Interstate project in the amount of $113,400.00, which is $28,300.00 or 33.3% over our engineer's estimate of $85,100.00. Two other bids were received in the amounts of $133,700.00 and $145,053.00.

There are four items of work which accounts for $25,400.00 of the $28,400.00 over our engineer's estimate, they are, Electrical Supply System complete, Sanitary Sewer System complete, Recycled Water Lines complete and Treatment Plant Building. The first three items mentioned above involve work in connection with a new disposal system which is new to us and the bidders, and since this is the first contract of this type the State of Oregon has had we now feel that our estimate on each of these items was 50 percent low, after reviewing the bids, which would account for $15,900.00 of the overrun. Our estimate for the treatment plant building was based on a standard type building, however, this turned out not to be the case as it is necessary for the contractor to fabricate the building to fit the requirements which increased the amounts bid for this item.

In addition to the above reasons our estimate should have been increased 7 percent on all items to allow for the recent wage increases which would have increased our engineer's estimate to approximately the low bid received.

TO

We feel the low bid is reasonable as the project was advertised for three weeks and bids were received from three competent, qualified bidders. We further feel that we would not receive a lower bid if the project were readvertised.

For these reasons, we believe it is in the public interest to award the contract to the low bidder, Ausland Construction Co. Attached are two copies of the bid tabulations and if further information is needed, please advise.

Attach.

cc. F.B. Klnboe
E.S. Hunter ✓
Walt Hart
C.T. Kensey
C.G. Swenson
Ed. Johnson
R.N. Chase

7883

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 23, 1973

TOM McCALL
GOVERNOR

F. B. Klabce
Administrator of Highways

Mr. Gary L. Hawk, Director
Plumbing Section
Department of Commerce
617 Chemeketa Street
Salem, OR 97310

-#7883

RECEIVED
AUG 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Dear Mr. Hawk:

Manzanita Safety Rest Area
Pacific Highway, Josephine County
Bridge No. 9114B
Recycled Water from Sewage Treatment Facility

Please refer to our letter of July 10, 1973 in which we requested your review and approval of our proposed facility. This review was discussed by you and John Wood over the telephone on August 22, 1973.

It is our understanding that your office cannot give approval for use of a backflow preventer valve to separate the potable water system from the nonpotable recycled water system in the toilet buildings. It is also our understanding that use of the recycled water to operate the toilets and urinals cannot be approved or disapproved until completion of a thorough study by your Advisory Review Board.

We will remove the backflow preventer valves from our proposed system in the toilet buildings. There will then be no physical connection between the potable and nonpotable water supply.

We cannot alter our plans for using the recycled water to operate the toilets and urinals. The sewage treatment plant we have contracted for was developed for minimum discharge of waste into the environment. The irrigation system is designed to discharge the small amount of washbasin input into the effluent.

NOTED
E. S. HUNTER

The quantity and quality of the recycled effluent is under the stringent control of the Department of Environmental Quality. Attached, for your review, is a copy of the requirements necessary to keep our waste discharge permit in effect.

We will proceed with construction under the assumption that approval will be obtained from your office before start-up of the plant. The water lines will be color-coded and signed to prevent interchanging of the systems. Please advise us of codes developed for this purpose.

Slab construction at the plant site is to begin this week. Bid proposals for the sewer lines and plumbing work will be opened today, August 23, 1973. The contract will specify a completion time of 180 calendar days.

Please submit our request to the Advisory Board at your earliest convenience so they will have ample time to review our plans and develop the necessary codes.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

JHW:dh
Attachment

cc E. S. Hunter
A. Shirley, Jr.
Keith Martin
A. J. Arellano, Chem-Pure West, Inc.
Federal Highway Administration

7883

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

August 21, 1973

RECEIVED
AUG 22 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

Mr. A. J. Arellano
Chem-Pure West, Inc.
P. O. Box 1008
Salem, OR 97308

Dear Mr. Arellano:

Manzanita Safety Rest Area
Contract 7883

Attached is confirmation of our August 20, 1973 telephoned approval for you to proceed with the site work for this project.

The Department of Environmental Quality has been informed and they do not anticipate any conflict resulting from starting slab construction before they have completed their plan review. Apparently this review will be completed soon.

We anticipate that upon completion of the site work, installation of the waste treatment plant can proceed.

In your letter of August 13, 1973 you list several revisions and corrections that are being incorporated into your plans. Our Resident Engineer will need these revised plans in order to supervise the field work.

Very truly yours,

Walter J. Hart
Bridge Engineer
By
ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

JHW:dh
Attachment
cc E. S. Hunter
C. T. Keasey
A. Shirley, Jr.
Keith Martin
Dept. of Environmental Quality

7883

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 14, 1973

Mr. A. J. Arellano
Chem-Pure West, Inc.
P. O. Box 1008
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Arellano:

Wasteco Sludge Incinerator
Manzanita Safety Rest Area
Pacific Highway, Josephine County
Contract 7883

Attached is a copy of the conditional approval from the DEQ for the sludge feed and incineration system. Please review your system and furnish us with any details required for compliance with the conditions set forth in the letter.

Also attached is a "Notice of Construction and Application for Approval" and an application for an "Air Contaminant Discharge Permit". Please complete the descriptions, technical data, costs, et ceters and return the forms to this office as soon as possible.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

JWW:dh
Attachments

cc E. S. Hunter
A. Shirley, Jr.
Keith Martin

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7883

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 8, 1973

TO Mr. D. H. Moehring
Maintenance Engineer

FROM ORIGINAL SIGNED
WALTER J. HART
W. J. Hart
Bridge Engineer

SUBJECT Manzanita Safety Rest Area
Pacific Highway, Josephine County
Bridge 9114B, Contract 7883
Chem-Pure Sewage Disposal Facility

NOTED
E. S. HUNTER

The agreement between the State and the Contractor for this project states that the Contractor shall train the State's maintenance personnel in the use and maintenance of all items of equipment provided by the Contractor.

Construction of the plant slab is scheduled to begin within a few days and installation of the plant will probably take place in September.

It would be appropriate to think about selection of maintenance personnel for this training. Attached is a copy of the work plan which will give you an idea of the monitoring and operational requirements.

JHW:dh
Attachment

cc E. S. Hunter

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AUG 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7883 ○ ○ E S Hunter S

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

August 8, 1973

Mr. Harold L. Sawyer
Administrator
Water Quality Division
Department of Environmental Quality
1234 S. W. Morrison St.
Portland, Oregon 97205

NOTED
E. S. HUNTER

Dear Mr. Sawyer:

Manzanita Safety Rest Area
Pacific Highway
Josephine County
Contract 7883
Sewage Treatment Facility

Attached is a copy of a letter and a set of plans from Chem-Pure West, Inc. for your review. These documents should provide the missing details for the sewage treatment facility that you requested in your letter of July 3, 1973.

We have reviewed our sewer system and feel that our arrangement of clean-outs and manholes are desirable and according to the State Plumbing Code.

It is our opinion that we do not have a physical connection between the potable and nonpotable water systems in the toilet buildings. This may require further study after we receive the results of the Health Division's review of our plans.

Since the end of the construction season is rapidly approaching, we plan on allowing Chem-Pure West to begin slab construction within ten days. This will be followed by installation

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AUG 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

of the treatment plant in accordance with our waste discharge permit unless your department can give reasons why we should not so proceed.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

JHW/ag
Attachs.

cc E. S. Hunter
A. Shirley
K. Martin
A. J. Arellano

7883

OREGON STATE HIGHWAY DIVISION

August 7, 1973
P.O. Box 306
Grants Pass, Oregon 97526

Montoco, Inc. &
Chem-Pure West
P.O. Box 1008
Salem, Oregon 97308
Attn: Timothy Furrow

Re: Sewage Disposal Facility
Panhandle Safety Rest Area
Contract No. 7883
Josephine County

Dear Mr. Furrow:

On June 20, 1973 Robert J. Wright wrote you a letter requesting that I be sent verification of renewal for the below listed insurance policy.

Firemen's Fund American Insurance Companies
Policy No. 83WP 170 0417
Expires: July 1, 1973

I have not received this information. Please complete immediately.

Sincerely,

Keith L. Martin
Resident Bridge Engineer

cc: C.T. Keasey
A. Shirley
R.J. Wright
C. Head

NOTED
C. W. HEAD

RECEIVED
AUG 9 1973
HIGHWAY
ADMINISTRATIVE SERVICES

E-123

7883

August 3, 1973

Chem-Pure West, Inc.
and Wastco, Inc.
P. O. Box 1008
Salem, Oregon 97308

RE: Manzanita Safety Rest Area
(Negotiated Contract)
Contract No. 7883
EEO Reports

Gentlemen:

As required in Item 10-C of the supplemental required contract provisions, the contractor will submit to the State Highway Division a monthly report for the first three months after construction begins and thereafter upon request, for the duration of the project, indicating the number of minority and non-minority group employees currently engated in each work classiciation required by the contract work.

Please submit the enclosed Form PR 1391 through our Resident Engineer, Mr. Keith Martin. This form is required for the first three months of the contract, the month of July, and any month ten or more employees are on the job. The reporting period is the last payroll period of the month.

The original supply of Form PR 1391 that was sent to you is designed for field use only. The Form PR 1391 we are enclosing should be used until actual work begins at the construction site.

Please submit this report for April, May, June and July as billings have been received for this period. Additional reporting should be as directed above.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer
J. L. Widmer
Assistant E.E.O. Officer

NOTED
H.S.COULTER

JLW:fw
bcc: H. S. Coulter
Gene Huntley
Alfred Shirley, Jr.
Robert Wright
Keith Martin

Enc.

RECEIVED
AUG 3 1973
Office of
Assistant State Highway Engineer

7883

5

chem pure west, Inc.

NOTED
H. S. COULTER

July 23, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

Re: Sewage Disposal Facility, Manzanita
Safety Rest Area, Contract No. 7883

The following is a resume of activities pertaining to Chem-Pure West's contract with the State Highway Division for a treatment plant at the Manzanita Rest Stop in Josephine County as per request of the Highway Department to accompany the monthly billing from Chem-Pure West to the Highway Department.

Tim Furrow devoted his time during the month of June towards the same ends he was attempting to accomplish during the month of May. The charges by Clark & Groff Engineers and Charles L. Hoar Engineer are direct costs for drawings and revisions on the slabs, 25,000 gallon underground storage tank and sumps.

The charges by Chem-Pure, Inc. are for 70% completion on the construction of the treatment plant. The charges by Wasteco, Inc. are for 90% completion on the construction of the sludge burner.

Very truly yours,

CHEM-PURE WEST, INC.

Arthur J. Arellano

Arthur J. Arellano TNF
President

RECEIVED
AUG 1 1973
Office of
Assistant State Highway Engineer

AJA/bjm

Enc.

7883

chem pure west, Inc.

NOTED
H. S. COULTER

July 10, 1973

State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Bob Wright

Dear Bob:

Re: Manzanita Rest Area
Contract No. 7883

Last week we discussed our mutual concern for meeting the completion date on the above-referenced job. There are two specific dates involved as follows: (a) that for the total completion and start-up, and (b) the date for the treatment plant and allied equipment to be on the site ready for hook-up.

Since the original contract was drafted, certain changes requested either by the State or D.E.Q. have been incorporated. These changes make it necessary that we request an extension of these dates. Please be assured that this request for an extension of time is not an arbitrary thing, but based on the following which can be confirmed by your people:

1. The steel surface-storage tank, as originally planned, has been changed to an underground reinforced concrete tank. This required new complete drawings with revisions in pump and control layouts.

2. We were asked to incorporate the irrigation pumps and controls into our system. Originally these were to be furnished by others. This required revised drawings for pumps and controls.

3. The D.E.Q. directed that a flow meter be incorporated into the system. This required drawing and electrical revisions.

4. The D.E.Q. directed that the potable water lines for the plant be revised. This required revisions in slab and plant drawings.

RECEIVED
JUL 11 1973
BRIDGE DIVISION

NOTED
W. J. HART

NOTED
R. W. ELLISON

p.o. box 1008 • salem, oregon 97308 • 503/581-1415

5. The slab drawings had to be revised to be kept current to the above changes.

6. The rough grading was to be originally done by others. We were requested to get bids on this portion of the work. This has been accomplished and a purchase order has been issued to the low bidder.

While the lines and building are being put in by others, this work has not yet been released for bid by the State due to the contractor's strike we are experiencing. All this had to be accomplished in detail and final drawings prepared and approved for submittal to obtain approval to proceed with any site work.

These final drawings have now been completed and are in the hands of your engineers who are submitting them for final approval. When this approval is obtained, we proceed with the rough grading and slab, and then proceed with placing our equipment. While the equipment will be ready ahead of time, we cannot do any placing until the site work has been completed. Since the site work cannot proceed until the drawings are approved, it is somewhat difficult to project a specific date. Therefore, what would seem logical would be to request a 90-day completion date from date of approval to proceed with site work. By approaching it in this manner, we should all have time to perform our respective functions.

I hope this meets with your approval. If so, please let me know and we will make arrangements and adjustments accordingly.

Please accept my sincere thanks for the time and effort that has been given to us by your engineering staff in helping us seek our mutual goal. Will look forward to hearing from you.

Very truly yours,

CHEM-PURE WEST, INC.

Arthur J. Arellano
President

AJA/bjm

RECEIVED
JUL 11 1973
BRIDGE DIVISION

chem pure west, Inc.

RECEIVED
JUN 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7883

June 1, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

Re: Sewage Disposal Facility
Manzanita Safety Rest Area
Contract No. 7883

The following is a resume of activities pertaining to Chem-Pure West's contract with the State Highway Division for a treatment plant at the Manzanita Rest Stop in Josephine County as per request of the Highway Department to accompany the monthly billing from Chem-Pure West to the Highway Department.

As far as what has been accomplished during this period of time, the alternates requested by the State were processed, and the engineering was in turn adjusted to accommodate these requested alternates so that now the drawings could be finalized and submitted to the D.E.Q. and the State for officially proceeding with the physical work at the site.

In addition, construction of the sludge burner and the treatment plant has now begun, based on the results of the efforts during the month of April, and the goal now is to be able to accomplish the construction of these items so that we may meet the completion date as per the contract.

Salaries pertaining to the month of April by Wasteco employees in preparation of drawings, job site visits, system planning, etc. in preparation and substantiation of the contract negotiations, the specific breakdown you have on the time card copies that we discussed.

As far as travel expenses covering the four people, this should be broken down as follows: they are all travel expenses necessitated by job site inspections or negotiations and visits to various organizations to inspect the facilities, equipment and establish co-ordination for the over-all project and also negotiate costs with sub-contractors.

NOTED
E. S. HUNTER

RECEIVED
JUN 4 1973
BRIDGE DIVISION

p.o. box 1008 • salem, oregon 97308 • 503/581-1415

As far as the month of April salary for Mr. Furrow and his full-time devotion to the project, this was necessitated by initial coordination for the contract as well as responding to the alternates and changes requested for consideration by the State. These involved changing of storage tanks, fuel tank and pumps, which in turn necessitated negotiations with contractors for the prices that were necessary to obtain, discussing the layout and drawings with subcontractors, obtaining calculations required for sizing of pumps, and coordinating all of this into the overall plant layout so that the State would have the ability to proceed with their drawings. A great deal of his time was also spent with the State personnel in reacting to the drawings they submitted to us so that we would in turn be able to give them proper information.

Overall, this project is on schedule with the sludge burner and treatment plant in process. The site work is now ready to proceed as soon as the final details are concluded with the State.

Sincerely,

CHEM-PURE WEST, INC.

Arthur J. Arellano
President

AJA/bjm

Enclosures

RECEIVED
JUN 4 1973
OREGON
STATE HIGHWAY COMMISSION

7883

May 11, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT P.S. & E. Authorization Request
Manzanita Safety Rest Area
Oregon Project No. I-5-2(75)64

P.S. & E. documents have been submitted to your department for the subject project and, accordingly, we are requesting your advertising authorization.

Compliance with paragraph 15 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to floodplain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegrated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 7i of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by previously submitted utility-railroad status report.

DAR:dg

C W Head 5

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7883 Salem, Oregon

DATE May 10, 1973

Russ

TO Memorandum to the File

FROM ORIGINAL SIGNED R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

SUBJECT Manzanita Safety Rest Area
Incinerator Sewage Disposal System
Contract 7883
Contractor's Financial Status

The contractor on the subject project is a joint venture with Wasteco, Inc. and Chem-Pure West, Inc. Our dealings with the contractor to date have been mainly with Mr. Art Arellano of Wasteco, Inc.

Today I noticed in the May 9 issue of the "Daily Journal of Commerce" that for the nine-month period ending March 31, 1973, Wasteco, Inc., posted a loss of $1.01 per share. I also noted that the stock was quoted at $2.00 per share. The stock was $6.00 per share at the time we began negotiations with Wasteco.

A check on the past record of Wasteco indicates they have posted a deficit each year since 1970. Because of this and the fact that we have been unable to obtain certain planning information from Wasteco, I called Mr. Arellano and asked if the situation indicated by the earnings reports will have any bearing on their ability to complete the work under our contract.

He told me that Wasteco has had problems to date, but that they have changed their management and that they anticipate a brighter future. He also indicated that Chem-Pure West, Inc., is the strong financial portion of the joint venture, and that if there are any problems Chem-Pure West will take over and complete the project. In such an instance Chem-Pure West would have available all of Wasteco's technical expertise.

Mr. Arellano stressed the fact that he believes Wasteco will not default, and that they will continue as a part of the joint venture until the contract work is completed. He assured me that the contract work is progressing and barring on-the-job-changes, work should be completed in a timely manner.

NOTED
C. W. HEAD

NOTED
R. M. GRAHAM

Mr. Arellano stated that Salem Sand and Gravel is a partner in Chem-Pure West, Inc. Chem-Pure West, Inc.'s financial status can be checked through U. S. National Bank, Ladd and Bush Branch, Mr. L. L. Phillips.

RWE/ag

cc E. S. Hunter
V. E.Skoog
C. W. Head

TRANSACTION NUMBER 5-32

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-9-73

BY (Signature): MR. YOUNG'S MAY 7, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: [X] FAI [ ] FAP [ ] FAU [ ] FAS [ ] OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 744 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
744	I-5-2(75)64	0.0	530,000	488,000	MANZANITA SAFETY REST AREA EXPANSION	LANDSCAPING AND COMFORT FACILITIES.

5-9-73

RECEIVED
STATE HWY ENGR
MAY 10 73
REFER TO
Hunter
FOR
Info | Prepare | R/D | D/R | Sign | Act | File

NOTED
A. E. JOHNSON

REMARKS (Division)

NOTED
E. S. HUNTER

7883

RECEIVED
MAY 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		5-9-73	G.L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

7883

5

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

5-9-73

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-2(73)64

STATE PROJECT NO.
MANZANITA SAFETY REST AREA

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-729

COUNTY NAME
JOSEPHINE

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAY 11 '73
REFER TO
FOR
[ ] Info
[ ] Inves
[ ] R/D
[ ] O/R
[ ] Sign
[ ] Act
[ ] File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	SEE BELOW	INTERSTATE ROUTE 5
		STATE ROUTE NUMBER: PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

RECEIVED
MAY 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

GENERAL DESCRIPTION OF WORK:

SEE BELOW

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS
- [X] OTHER (Specify) CONCUR IN AWARD OF NEGOTIATED CONTRACT IN AMOUNT OF $140,380.00 TO WASTECO, INC AND CHEM-PURE WEST, INC., EFFECTIVE APRIL 6, 1973.
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

OUR OCTOBER 31, 1972 LETTER OF APPROVAL (PR-1240) RECORDED A DETERMINATION IN THE PUBLIC INTEREST AND AUTHORIZED PROCEEDING WITH NEGOTIATIONS FOR A CONTRACT. THE PROPOSED NEGOTIATED AGREEMENT WAS APPROVED AS TO FORM WITH OUR FEBRUARY 1, 1973 LETTER. WE HEREBY FORMALLY APPROVE THE EXECUTED NEGOTIATED AGREEMENT AND CONCUR IN THE AWARD OF THE CONTRACT EFFECTIVE APRIL 6, 1973. PRELIMINARY WORK WAS AUTHORIZED EFFECTIVE NOVEMBER 30, 1972.

NOTED
E. B. HUNTER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-9-73	Vernon H. Cecil	for DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

OREGON STATE
HIGHWAY DIVISION

7883

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 8, 1973

Mr. Carl E. Carlson
Assistant Division Manager
Wallace & Tiernan, Inc.
112 N. E. Holladay
Portland, OR 97232

Dear Mr. Carlson:

#7883

Manzanita Safety Rest Area

Enclosed are two sets of preliminary prints for the Manzanita Safety Rest Area water supply system that you requested from Mr. Robert Knapp.

As you know from your discussion with Mr. Knapp, our use of the Wasteco Sewage Treatment Plant presents us with a special problem when chlorinating our potable water supply. The small flow of potable water made possible by recirculating the water from the treatment plant through the toilets, combined with a possible high flow of potable water required if the plant is shut down, gives us a range of flow not normally encountered.

We believe that a proper dosage of chlorine cannot be applied for the anticipated flow range of 1/2 gpm to 40 gpm using available chlorinator equipment. We propose to incorporate a dosing pump and pressure control tank to increase the minimum flow through the chlorinator.

Any suggestions that you may have after studying our water supply system would be appreciated. Thank you for your interest in this project.

Very truly yours
ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

RECEIVED
MAY 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

JHW:dh
Enclosure
cc E. S. Hunter
L. L. Wallace
R. F. Knapp

E S Hunter

7883

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 2, 1973

Mr. Art Arellano
Wasteco, Inc.
20675 S. W. 105th
Tualatin, Oregon 97062

Dear Mr. Arellano:

Manzanita Safety Rest Area
Josephine County
Contract 7883

This office has various questions which need to be answered to allow us to complete final designs for our portion of the work connected with the new Wasteco treatment facility. The schedule we must meet, with finalized documents, is only two weeks away and can only be met if you supply us with the proper information.

We have been waiting for the last month for your drawings so that we can complete our building, sewer lines, and power requirements. Please send us without delay the following information:

1. The number and size of pumps to be used and the power requirements of each.

2. The location of the sewage flow meter.

3. Arrangement of the sewage overflow manifolding.

4. Finalized floor plan and elevations with dimensions.

5. Height of pipes for loading tanks from outside building (height at proposed wall line).

6. Necessary clearances above all units within the building allowing for walkways, loading, and/or work clearances.

NOTED
E. S. HUNTER

5. Height of pipes for loading tanks from outside building (height at proposed wall line).

6. Necessary clearances above all units within the building allowing for walkways, loading, and/or work clearances.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

VLL/ag

cc E. S. Hunter
A. Shirley
B. Brown

RECEIVED
MAY 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5

7883

4K

4-17-73

April 30, 1973

Chem-Pure West, Inc.
and Westeen, Inc.
P. O. Box 1008
Salem, Oregon 97308

Gentlemen:

We enclose for your files a fully executed copy of the following described negotiated contract which was awarded to you by the State Highway Commission:

Negotiated Contract No. 7883 for
a sewage disposal facility in
Mennonite Safety Rest Area on the
Pacific Highway in Josephine County.

A copy of this negotiated contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

be
Enclosure

cc American Insurance Company
921 S. W. Washington Street
Portland, Oregon 97205

Attention: Fidelity & Surety Dept.

bc C. T. Kassay
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. H. Versteeg
Bill Brown
Roy Olson

April 20, 1973

Wasteco, Inc.
P. O. Box 1008
Salem, Oregon 97308

Gentlemen:

We are returning the Performance Bond on your Negotiated Contract with the Oregon State Highway Division to perform work in the Manzanita Rest Area in Josephine County.

It is necessary that the President and Secretary of Wasteco, Inc., sign the performance bond. If someone else is authorized to sign the contract in their behalf, a certified copy of the by-laws or minutes of the corporation showing this authority to sign must be furnished the Highway Commission.

According to the State Insurance Department, it is also necessary that the American Insurance Company provide their surety seal on Page 9. When this has been done, please return the performance bond to this office for further processing.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 3, 1973

TO Mr. A. E. Johnson
Deputy State Highway Engineer

FROM Walter J. Hart
Bridge Engineer Walter J. Hart

SUBJECT Negotiated Contract
Sewage Disposal Facility
Manzanita Safety Rest Area
Bridge 9114B

RECEIVED
STATE HWY ENGR
APR 6 '73
REFER TO
FOR
Info | Engrs | R/D | D/R | Sign | Ltr | File

We have received final Department of Environmental Quality approval of the Waste Discharge Permit for work to be done by Wasteco, Inc., and Chem-Pure West, Inc., a joint venture, at the Manzanita Safety Rest Area. Federal Higway Administration approval has also been received, effective November 30, 1973, and the contract has been signed by our legal counsel, the contractor, and the director of the Department of General Services.

If telephonic approval of the contract can be obtained from Chairman Jackson, the contractor can be advised to proceed with the work. Attached is a rough draft letter to the Commission.

approved by Jackson 4-6-73 11:40 A

RJW/ag/smd
Attach.
cc E. S. Hunter
H. S. Coulter
C. T. Keasey

Hunter - Coulter cy - Walt Hart 4-9-73

RECEIVED
STATE HWY ENGR
APR 4 '73
REFER TO Hunter
FOR
Info | Engrs | R/D | D/R | Sign | Ltr | File

To AEJ for approval

RECEIVED
APR 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Files 5

7883

CHEM-PURE WEST, INC.
P. O. Box 1008
Salem, Oregon 97308

April 25, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. C. W. Head, Secretary
Oregon State Highway Commission

#7883

Gentlemen:

This is in response to your correspondence dated April 20, 1973 requesting the signatures on the Performance Bond furnished for the Manzanita Rest Area Project.

As you requested, the signatures and the surety seal have been applied. Our apologies for this oversight, and we thank you for forwarding this for our attention.

Sincerely,

CHEM-PURE WEST, INC.

Thomas B. Hill Jr.

Thomas B. Hill, Jr.
Vice President

TBH/bjm
Enc.

RECEIVED
APR 26 1973
OREGON
STATE HIGHWAY COMMISSION

5

7882

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

April 13, 1973

Mr. Art Arellano
Chem-Pure West, Inc.
P. O. Box 1008
Salem, Oregon 97308

Dear Mr. Arellano:

Sewage Disposal Facility
Manzanita Safety Rest Area
Contract 7883

This letter confirms our telephone conversation earlier this week informing you that the subject contract had been awarded to you on April 6, 1973. The contract number is 7883.

Please forward your preliminary plans as soon as possible so that they may be reviewed by us and by the Federal Highway Administration.

Your memo of April 4, 1973 mentioned clearing and grubbing was to be done by the Forest Service. Originally this item of work was to be done by an independent contractor who was to have begun operations prior to this time; however, since the other contract has been delayed, the only alternatives we have are either for state forces to accomplish the clearing and grubbing or for you to do it under the present contract. Once your preliminary plans are received, we can better ascertain the amount of rough grading and we can discuss the above alternatives.

Very truly yours,
ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

NOTED
E. S. HUNTER

RECEIVED
APR 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RJW:dh

cc E. S. Hunter
H. S. Coulter
C. T. Keasey
B. E. Brown
Roy Olson
Alfred Shirley, Jr.
Glenn Hossner, FHWA

OREGON STATE HIGHWAY DIVISION

7883

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 9, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Negotiated Contract**
Sewage Disposal Facility
Manzanita Safety Rest Area
Josephine County

The required expansion of the Manzanita Safety Rest Area and the correction of the deficiencies in the existing septic tanks and drain fields has made necessary the construction of a new sewage disposal system.

After a thorough investigation of alternate sewage disposal systems, it has been determined that Wastecon, Inc., and Chem-Pure West, Inc., a joint venture, are the only firms capable of furnishing a satisfactory sewage disposal facility at this location. This facility is to be designed, fabricated and installed, and guaranteed by them and will be capable of disposal of sewage by incineration while still meeting the Department of Environmental Quality air and water control standards. The total estimated cost is $140,380.

The negotiated contract is considered to be in the best interest of the general public in order that continual rest area service can be maintained, a more efficient installation constructed, and better experimental results obtained that may be utilized in the future installations.

The approval of a Waste Discharge Permit for the facility by the Department of Environmental Quality has been received. This is a federal-aid project and we have the approval of the agreement by the Federal Highway Administration, effective November 30, 1972. The approval of the director of the State

1/ copies of agreement to Bridge - See effective date

Department of General Services has also been received.

On April 6, Chairman Jackson approved awarding the contract and granted authority for the Secretary to sign on your behalf.

The matter will be on the agenda for your confirmation at the April 17 meeting.

cc: C. W. Head - Please make November 30, 1972, the effective date of the agreement. The address of the contractor is as shown on the Certificate of Insurance.
A. E. Johnson
E. S. Hunter
H. S. Coulter
L. H. Young
C. T. Keasey
V. E. Skoog
Alfred Shirely
B. E. Brown
Roy Olson
W. J. Hart (2)
Gary Sund

RJW:ag;smd dpy

OREGON STATE
HIGHWAY DIVISION

7883

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 7, 1973

Wasteco, Inc.
20675 S. W. 105th
Tualatin, OR 97062

Attention Mr. Arthur J. Arellano

Gentlemen:

Sewage Disposal System
Manzanita Safety Rest Area
Josephine County
Bridge No. 91148

Attached are four copies of the Performance Bond that you requested. Please complete, sign, and return two copies. Also, please submit two signed copies of the Certificate of Insurance.

Today the approval of the revised agreement was received from the Federal Highway Administration. Once the signed Performance Bond and Certificate of Insurance are received, arrangements can be made for obtaining your signature on two copies of the agreement. Highway Commission approval will then be obtained.

Very truly yours,

George H. Baldwin
Administrator of Highways
By [illegible]

Walter J. Hart
Bridge Engineer

NOTED
E. S. HUNTER

RJW:dh
Attachment

bc E. S. Hunter
R. W. Ellison
E. L. Hardt
L. L. Wallace
R. J. Wright

RECEIVED
FEB 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7883

February 2, 1973

Mr. Diarmuid F. O'Scannlain, Director
Department of Environmental Quality
Terminal Sales Building
1234 S. W. Morrison Street
Portland, OR 97205

Dear Mr. O'Scannlain:

Waste Discharge Permit
File 52793
Manzanita Safety Rest Area
Pacific Highway
Josephine County
Bridge No. 01148

This permit was received by us on January 25, 1973, and has been reviewed and found in order. Thank you for the time and consideration that has gone into processing this permit.

We will take all possible action to comply with the conditions contained in the permit.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter (enc.)
E. S. Hunter "
W. J. Hart
D. H. Moehring "
J. H. Versteeg "
Roy Olson "

DOC:dh ja

DEPARTMENT OF ENVIRONMENTAL QUALITY

TERMINAL SALES BLDG. • 1234 S.W. MORRISON ST. • PORTLAND, OREGON 97205

TOM McCALL
GOVERNOR

E. J. Weathersbee
Acting Director

ENVIRONMENTAL QUALITY COMMISSION
B. A. McPHILLIPS
Chairman, McMinnville
EDWARD C. HARMS, JR.
Springfield
STORRS S. WATERMAN
Portland
GEORGE A. McMATH
Portland
ARNOLD M. COGAN
Portland

January 23, 1973

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Deputy State Highway Engineer

Gentlemen:

Re: Waste Discharge Permit
File No. 52793
Manzanita Rest Area

The Department of Environmental Quality has completed its review of your permit application and the comments received regarding the Proposed Permit Provisions which were mailed to you for review on December 22, 1972 and has issued the attached Waste Discharge Permit.

You are urged to carefully read the permit and take all possible steps to comply with the conditions contained therein so that there shall not be any pollution to the environment of Oregon.

Very truly yours,

E. J. Weathersbee
Acting Director

CKA:mjb
Attachment

cc: Roseburg District Office

RECEIVED
JAN 26 1973
BRIDGE DIVISION

RECEIVED
STATE HWY ENGR
JAN 25 73
REFER TO
Walt Hart
FOR

TELEPHONE: (503) 229-5696

WASTE DISCHARGE PERMIT

State of Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY

Issued in accordance with the provisions of
ORS 449.083

Permit Number: 1409
Expiration Date: 3/31/75
Page 1 of 4

ISSUED TO:	REFERENCE INFORMATION
Oregon State Highway Division Manzanita Rest Area State Highway Building Salem, Oregon 97310	File Number: 52793 Appl. No.: 1669 Received: 7/17/72 Major Bnt: Rogue Minor Bnt: Louse Cr. Receiving Stream: Land disposal River Miles: County: Josephine

Until such time as this permit expires or is modified or revoked, Oregon State Highway Division is herewith permitted to:

a. Construct and operate a sewerage system and sewage treatment works to serve the Manzanita Safety Rest Area.
b. Discharge treated waste to non-potable reuse and land disposal. Discharge of waste water to public waters is prohibited.

All of the above activities must be carried out in conformance with the requirements, limitations and conditions which follow.

The word "waste," as used in this permit, refers to "sewage" as defined in ORS 449.075.

1. Prior to irrigating waste water on land or using it for other non-potable uses, the permittee shall provide waste collection, treatment and disposal facilities which are adequate to meet the standards of condition number 3 of this permit with a reasonable factor of safety in accordance with the following requirements:

   a. Detailed engineering plans and specifications shall be submitted to the Department of Environmental Quality for review and approval in writing prior to construction as required by ORS 449.395.

   b. All facilities shall be constructed in accordance with plans which have been approved in writing by the Department of Environmental Quality, as required by ORS 449.395.

   c. The Department of Environmental Quality shall be notified in writing when the facilities are complete and ready to be placed in operation.

2. In the event that the permittee does not proceed with design and construction of the proposed facilities during the period of this permit, all prior approvals granted by the Department of Environmental Quality shall be considered void and no work shall be commenced until the Department has re-evaluated the proposed project in light of any changes in conditions or standards and has issued a new permit incorporating such additional or revised conditions as may be necessary.

3. After completion of treatment facilities, the quantity and quality of effluent discharged directly or indirectly to non-potable reuse and land disposal shall be limited as follows:

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JAN 26 1973
BRIDGE DIVISION

a. The monthly average quantity of effluent discharged shall not exceed 0.045 million gallons per day (MGD).

b. The monthly average 5-day 20° C. Biochemical Oxygen Demand (BOD) concentration shall not exceed 5 milligrams per liter (mg/l) or 2.0 pounds per day.

c. The monthly average Suspended Solids concentration shall not exceed 5 mg/l or 2.0 pounds per day.

d. The effluent shall receive disinfection equivalent to that obtained with a chlorine residual of 2.0 mg/l after 60 minutes of contact time.

4. All waste collection, control, treatment and disposal facilites shall, upon completion, be operated in a manner consistent with the following:

a. At all times, all facilities shall be operated efficiently and in a manner which will minimize discharges and prevent health hazards and nuisance conditions.

b. All screenings, grit and sludge shall be disposed of in a manner approved by the Department of Environmental Quality such that it does not reach any of the waters of the state or create a health hazard or nuisance condition.

c. Maintenance of treatment facilities shall be scheduled during non-critical water quality periods and shall be carried out in a manner such that the waste receives maximum treatment possible during such maintenance.

d. Bypassing of untreated waste is generally prohibited.

5. The permittee shall provide an adequate operating staff which is duly qualified to carry out the operation, maintenance and testing functions required to insure compliance with the conditions of this permit.

6. Construction of sewer extensions and connections thereto is permitted as long as the added waste load will not cause any of the limitations of this permit to be exceeded, and provided that plans and specifications are submitted to and approved by the Department of Environmental Quality prior to construction, as required by ORS 449.395.

7. After completion of treatment facilities, the permittee shall effectively monitor the operation and efficiency of all treatment and control facilities and the quantity and quality of the waste discharged. A record of all such data shall be maintained and submitted to the Department of Environmental Quality on prescribed forms at the end of each calendar month. Unless otherwise agreed to by the Department of Environmental Quality, data collected and submitted shall include, but not necessarily be limited to, the following parameters and minimum frequencies:

RECEIVED
JAN 26 1973
BRIDGE DIVISION

WASTE DISCHARGE PERMIT

State of Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY

Permit Number: 1409
Expiration Date: 3/31/75

Parameter	Minimum Frequency
Total Flow	Daily
Pounds Chlorine Used	Daily
Chlorine Residual (effluent)	Daily
BOD (influent and effluent composite)	2 times per week
Suspended Solids (influent and effluent composite)	2 times per week
pH (influent and effluent)	3 times per week
Settleable Solids	2 times per week
Sludge Volume	Daily
Volume and Periods of Land Disposal	Daily

Monthly reports shall also include a record of the location and method of disposal of all sludge and a record of all equipment breakdowns and bypassing.

8. In the event a breakdown of equipment or facilities causes a violation of any of the conditions of this permit or results in any unauthorized discharge, the permittee shall:

   a. Immediately take action to stop, contain and clean up the unauthorized discharges and correct the problem.

   b. Immediately notify the Department of Environmental Quality so that an investigation can be made to evaluate the impact and the corrective actions taken and determine additional action that must be taken.

   c. Submit a detailed written report describing the breakdown, the actual quantity and quality of resulting waste discharges, corrective action taken, steps taken to prevent a recurrence and any other pertinent information.

   Compliance with these requirements does not relieve the permittee from responsibility to maintain continuous compliance with the conditions of this permit or the resulting liability for failure to comply.

9. Authorized representatives of the Department of Environmental Quality shall be permitted access to the premises of all applicable facilities owned and operated by the permittee at all reasonable times for the purpose of making inspections, surveys, collecting samples, obtaining data and carrying out other necessary functions related to this permit.

10. Whenever a significant change in the character of the waste is anticipated or whenever a change in the waste to be discharged in excess of the conditions of this permit is anticipated, a new application shall be submitted together with the necessary reports, plans and specifications for the proposed changes. No change shall be made until plans are approved and a new permit issued.

11. In the event that a change in the conditions of the receiving waters results in a dangerous degree of pollution, the Department of Environmental Quality may specify additional conditions to this permit.

RECEIVED
JAN 26 1973
BRIDGE DIVISION

WASTE DISCHARGE PERMIT

State of Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY

Permit Number: 1409
Expiration Date: 3/31/75
Page 4 of 4

12. This permit is subject to termination if the Department of Environmental Quality finds:

    a. That it was procured by misrepresentation of any material fact or by lack of full disclosure in the application.

    b. That there has been a violation of any of the conditions contained herein.

    c. That there has been a material change in quantity or character of waste or method of waste disposal.

13. This permit, or a photocopy thereof, shall be displayed at the treatment facility where it can be readily referred to by operating personnel.

DEPARTMENT OF ENVIRONMENTAL QUALITY

By E. J. Weathersbee

Title Acting Director

Date Jan 23, 1973

RECEIVED
JAN 26 1973
BRIDGE DIVISION

Form FHWA-[illegible]

UNITED STATES GOVERNMENT

Memorandum

7883

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 1, 1973

In reply refer to: 10-35-FA

FROM G. L. Green, Division Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 6 '73
REFER TO
Coulter
FOR
Info | Express | C/D | D/R | Sign | Act | File

SUBJECT: Oregon Project I-5-2(73)64
Manzanita Safety Rest Area
Agreement with Wasteco, Inc.

The revised agreement with Wasteco, Inc. for the installation of a sewage disposal facility at the Manzanita Safety Rest Area is hereby approved as to form as submitted with Mr. A. E. Johnson's January 23, 1973 letter. The effective authorization date of November 30, 1972, remains as previously stated.

Please furnish three copies of the executed agreement as soon as they are available.

RECEIVED
FEB 9 1973
Office of
Assistant State Highway Engineer

2-9-73
Hart
TA+

NOTED
H.S. COULTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 937-544

Par 8
Manzanita

bc: F. B. Kl
E. S. Hunter
W. J. Hart
R. N. Bothman
J. H. Versteeg
Roy Olson

RJW:dh dpy

January 23, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Agreement with Wasteco, Inc.
Manzanita Safety Rest Area
FAP I-5-2(73)64
Bridge No. 9114B

Enclosed are three revised copies of the proposed agreement with Wasteco, Inc. for the installation of a sewage disposal facility at the Manzanita Safety Rest Area in Josephine County. Copies of the original agreement were forwarded to you by letter of December 14, 1972, and you approved the agreement by letter of December 27, 1972 with an effective authorization date of November 30, 1972.

The changes in this revised agreement are minor and were made at the request of the contractor. The payment to the contractor and the completion date for the contract remain unchanged.

Pages 1 and 6 were revised to make the requirements of the system as shown on the DEQ permit, which is now attached and made a part of the agreement as Exhibit F.

May we have your approval of the revised agreement and confirmation of the above effective authorization date.

Very truly yours,

ORIGINAL SIGNED BY
A.E. JOHNSON

A. E. Johnson
Deputy State Highway Engineer

Enc. (3)

7883

January 23, 1973

Mr. Diarmuid F. O'Scannlain
Department of Environmental Quality
Terminal Sales Building
1234 S.W. Morrison Street
Portland, OR 97205

Dear Mr. O'Scannlain:

Waste Discharge Permit
File 52793
Manzanita Safety Rest Area
Pacific Highway
Josephine County
Bridge No. 9114A

Our response about the form of this permit was made on January 5, 1973. We understand that it normally takes an additional 30 to 60 days before a final permit is issued.

This is an experimental installation which will serve as a basis for possible future use at many other sites and we are very eager to complete installation for this coming tourist season. We have been negotiating with Wasteco on this system and are ready to sign an agreement. The final DEQ permit will be a part of this agreement and, as such, is needed before the agreement can be signed. The Highway Commission has also expressed its desire that the final permit be received before it signs the agreement.

We would appreciate any action you can take to process the permit so that we may proceed as soon as possible.

Very truly yours,

ORIGINAL SIGNED BY
A.E. JOHNSON

A. E. Johnson
Deputy State Highway Engineer

bc: F. B. Klaboe
E. S. Hunter
W. J. Hart
R. N. Bothman
J. H. Versteeg
Roy Olson

DOC:dh dpy

RECEIVED
JAN 5 - 1972
FOR FILING

7883

January 5, 1973

Department of Environmental Quality
Terminal Sales Building
1234 S. W. Morrison Street
Portland, Oregon 97205

Gentlemen:

Re: Waste Discharge Permit
File 52793
Manzanita Safety Rest Area
Pacific Highway
Josephine County
Bridge No. 9114A

We have reviewed the proposed waste discharge permit and find it in order.

Thank you for the consideration you have given our permit. We will be looking forward to receiving final approval.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

DOC:ag jf

bc: F. B. Klaboe
A. E. Johnson
Walt Hart
J. M. Versteeg
Roy Olson
R. F. Knapp
D. O. Christensen

RECEIVED
STATE HWY ENGR
DEC 26 72
REFER TO
FOR
Info | Leaves | R/D | D/R | Sign | Act | File

DEPARTMENT OF ENVIRONMENTAL QUALITY

TERMINAL SALES BLDG. • 1234 S.W. MORRISON ST. • PORTLAND, OREGON 97205

TOM McCALL
GOVERNOR

L. B. DAY
Director

ENVIRONMENTAL QUALITY COMMISSION
B. A. McPHILLIPS
Chairman, McMinnville
EDWARD C. HARMS, JR.
Springfield
STORRS S. WATERMAN
Portland
GEORGE A. McMATH
Portland
ARNOLD M. COGAN
Portland

December 22, 1972

Final Date for
Submission of
Written Comments:

1-8-73

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Deputy State Highway Engineer

Gentlemen:

Re: Waste Discharge Permit
File No. 52793
(Manzanita Rest Area)

Your application for a Waste Discharge Permit has been reviewed by the Department of Environmental Quality, and proposed waste discharge permit provisions have been drafted. You are invited to review the attached copy and submit any comments you may have in writing prior to the date indicated above.

After that date, all comments received will be evaluated by the Department of Environmental Quality and final action on your application will be taken in accordance with the procedures set forth in Oregon Administrative Rules, Chapter 340, Section 14-025 (copy attached). You will be advised of the action taken as soon as possible after the final date for submission of written comments.

Very truly yours,

L. B. Day
Director

HLS:mjb
Attachments

cc: Roseburg District Office

RECEIVED
DEC 26 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 28 1972
BRIDGE DIVISION

TELEPHONE: (503) 229-5696

File 52793

Appl 1669

Date 11-28-72

Department of Environmental Quality

PERMIT APPLICATION REVIEW REPORT

Oregon State Highway Division

Manzanita Rest Area

Background

1. The Manzanita Safety Rest Area is located on Pacific Highway, Interstate 5, 4-1/2 miles north of Grants Pass in Josephine County.

2. Existing facilities consist of a northbound and a southbound rest area with one toilet building each, served by septic tanks and drain fields.

3. This site is situated on a hillside which slopes to the west at a 4 to 6 percent slope. The ground consists of a yellow clay subsoil, overlain by 18 to 24 inches of red, sticky, tight soil. The area also has a number of underground springs which caused considerable trouble during the initial construction of the freeway through this area.

4. The northbound disposal field is of a built-up type which appears to be operating satisfactorily although there is some seepage around the edges.

5. This safety rest area has been approved by the Highway Division for expansion and the grading portion of the work for the parking lots, entrances and exits, along with ducts under the roadways for future sewage and water lines is being done under Contract 7561, Jumpoff Joe Creek-Grants Pass Section.

6. The expansion will consist of adding one new toilet building and trailer dumping station at each site, expanding the water supply system and the construction of an entirely new sewage disposal system which will serve all toilet buildings and trailer dump stations.

7. In February 1972, it was determined by the Department of Environmental Quality that Louse Creek is unacceptable as a waste water receiving stream during the summer and is marginal during the winter, based on available information. As a consequence, the Highway Division was advised by the Department of Environmental Quality's letter of March 13, 1972, that discharge of any effluent to Louse Creek was to be avoided if possible.

8. The Highway Division proposes to construct and operate a collection system and an 0.045 MGD sewage treatment plant which will require that approximately 5,000 gallons per day only of treated waste water be discharged to land disposal. Under design conditions, some 40,000 gallons per day of treated waste water will be recycled for non-potable needs. Sludges produced will be incinerated on-site along with the refuse collected at the rest area. Land disposal of waste water will be to a fenced irrigation area and will generally only be needed during the peak summer season. Duplication of treatment units allows full plant flexibility and redundancy of critical components.

RECEIVED
DEC 28 1972
BRIDGE DIVISION

Evaluation

1. Conditions of soil, streams and water usage dictate the need for special waste water treatment requirements at the Manzanita Safety Rest Area.

2. The Highway Division is in a good position to offer maintenance and operation of a sophisticated advanced waste water treatment device.

3. The Josephine County Comprehensive Water and Sewer Plan anticipates sewer service in the Louse Creek drainage before 1977, if adopted by the county.

Recommendation

1. Issue the permit as drafted requiring full operation of waste water treatment facilities at all times and maximized use of recycle water.

CPH:ak
December 19, 1972

PROPOSED WASTE DISCHARGE PERMIT PROVISIONS

Prepared by the Staff of the
DEPARTMENT OF ENVIRONMENTAL QUALITY

15-1

PRELIMINARY PROPOSAL

Recommended Expiration Date: 3/31/75
Page 1 of 4

APPLICANT:

Oregon State Highway Division
Manzanita Rest Area
State Highway Building
Salem, Oregon 97310

REFERENCE INFORMATION

File Number: 52793
Appl. No.: 1669 Received: 7/17/72
Major Bas: Rogue Minor Bas: Louse Cr.
Receiving Streams: Land disposal
River Miles:
County: Josephine

Until such time as this permit expires or is modified or revoked, Oregon State Highway Division is herewith permitted to:

a. Construct and operate a sewerage system and sewage treatment works to serve the Manzanita Safety Rest Area.
b. Discharge treated waste to non-potable reuse and land disposal. Discharge of waste water to public waters is prohibited.

All of the above activities must be carried out in conformance with the requirements, limitations and conditions which follow.

The word "waste," as used in this permit, refers to "sewage" as defined in ORS 449.075.

1. Prior to irrigating waste water on land or using it for other non-potable uses, the permittee shall provide waste collection, treatment and disposal facilities which are adequate to meet the standards of condition number 3 of this permit with a reasonable factor of safety in accordance with the following requirements:

   a. Detailed engineering plans and specifications shall be submitted to the Department of Environmental Quality for review and approval in writing prior to construction as required by ORS 449.395.

   b. All facilities shall be constructed in accordance with plans which have been approved in writing by the Department of Environmental Quality, as required by ORS 449.395.

   c. The Department of Environmental Quality shall be notified in writing when the facilities are complete and ready to be placed in operation.

2. In the event that the permittee does not proceed with design and construction of the proposed facilities during the period of this permit, all prior approvals granted by the Department of Environmental Quality shall be considered void and no work shall be commenced until the Department has re-evaluated the proposed project in light of any changes in conditions or standards and has issued a new permit incorporating such additional or revised conditions as may be necessary.

3. After completion of treatment facilities, the quantity and quality of effluent discharged directly or indirectly to non-potable reuse and land disposal shall be limited as follows:

a. The monthly average quantity of effluent discharged shall not exceed 0.045 million gallons per day (MGD).

b. The monthly average 5-day 20° C. Biochemical Oxygen Demand (BOD) concentration shall not exceed 5 milligrams per liter (mg/l) or 2.0 pounds per day.

c. The monthly average Suspended Solids concentration shall not exceed 5 mg/l or 2.0 pounds per day.

d. The effluent shall receive disinfection equivalent to that obtained with a chlorine residual of 2.0 mg/l after 60 minutes of contact time.

4. All waste collection, control, treatment and disposal facilites shall, upon completion, be operated in a manner consistent with the following:

a. At all times, all facilities shall be operated efficiently and in a manner which will minimize discharges and prevent health hazards and nuisance conditions.

b. All screenings, grit and sludge shall be disposed of in a manner approved by the Department of Environmental Quality such that it does not reach any of the waters of the state or create a health hazard or nuisance condition.

c. Maintenance of treatment facilities shall be scheduled during non-critical water quality periods and shall be carried out in a manner such that the waste receives maximum treatment possible during such maintenance.

d. Bypassing of untreated waste is generally prohibited.

5. The permittee shall provide an adequate operating staff which is duly qualified to carry out the operation, maintenance and testing functions required to insure compliance with the conditions of this permit.

6. Construction of sewer extensions and connections thereto is permitted as long as the added waste load will not cause any of the limitations of this permit to be exceeded, and provided that plans and specifications are submitted to and approved by the Department of Environmental Quality prior to construction, as required by ORS 449.395.

7. After completion of treatment facilities, the permittee shall effectively monitor the operation and efficiency of all treatment and control facilities and the quantity and quality of the waste discharged. A record of all such data shall be maintained and submitted to the Department of Environmental Quality on prescribed forms at the end of each calendar month. Unless otherwise agreed to by the Department of Environmental Quality, data collected and submitted shall include, but not necessarily be limited to, the following parameters and minimum frequencies:

Parameter	Minimum Frequency
Total Flow	Daily
Pounds Chlorine Used	Daily
Chlorine Residual (effluent)	Daily
BOD (influent and effluent composite)	2 times per week
Suspended Solids (influent and effluent composite)	2 times per week
pH (influent and effluent)	3 times per week
Settleable Solids	2 times per week
Sludge Volume	Daily
Volume and Periods of Land Disposal	Daily

Monthly reports shall also include a record of the location and method of disposal of all sludge and a record of all equipment breakdowns and bypassing.

8. In the event a breakdown of equipment or facilities causes a violation of any of the conditions of this permit or results in any unauthorized discharge, the permittee shall:

   a. Immediately take action to stop, contain and clean up the unauthorized discharges and correct the problem.

   b. Immediately notify the Department of Environmental Quality so that an investigation can be made to evaluate the impact and the corrective actions taken and determine additional action that must be taken.

   c. Submit a detailed written report describing the breakdown, the actual quantity and quality of resulting waste discharges, corrective action taken, steps taken to prevent a recurrence and any other pertinent information.

   Compliance with these requirements does not relieve the permittee from responsibility to maintain continuous compliance with the conditions of this permit or the resulting liability for failure to comply.

9. Authorized representatives of the Department of Environmental Quality shall be permitted access to the premises of all applicable facilities owned and operated by the permittee at all reasonable times for the purpose of making inspections, surveys, collecting samples, obtaining data and carrying out other necessary functions related to this permit.

10. Whenever a significant change in the character of the waste is anticipated or whenever a change in the waste to be discharged in excess of the conditions of this permit is anticipated, a new application shall be submitted together with the necessary reports, plans and specifications for the proposed changes. No change shall be made until plans are approved and a new permit issued.

11. In the event that a change in the conditions of the receiving waters results in a dangerous degree of pollution, the Department of Environmental Quality may specify additional conditions to this permit.

12. This permit is subject to termination if the Department of Environmental Quality finds:

    a. That it was procured by misrepresentation of any material fact or by lack of full disclosure in the application.

    b. That there has been a violation of any of the conditions contained herein.

    c. That there has been a material change in quantity or character of waste or method of waste disposal.

13. This permit, or a photocopy thereof, shall be displayed at the treatment facility where it can be readily referred to by operating personnel.

Subdivision 4

PROCEDURES FOR ISSUANCE, DENIAL, MODIFICATION AND REVOCATION OF PERMITS

[ED. NOTE: Unless otherwise specified, sections 14-005 through 14-050 of this chapter of the Oregon Administrative Rules Compilation were adopted by the Department of Environmental Quality March 24, 1972 and filed with the Secretary of State April 5, 1972 as DEQ 42.]

14-005 PURPOSE. The purpose of these regulations is to prescribe uniform procedures for obtaining permits from the Department of Environmental Quality as prescribed by Oregon Revised Statutes (ORS) 449.083; Chapter 406, Oregon Laws 1971; and Chapter 648, Oregon Laws 1971.

14-010 DEFINITIONS. As used in these regulations unless otherwise required by context:

(1) "Department" means Department of Environmental Quality. Department actions shall be taken by the Director as defined herein.

(2) "Commission" means Environmental Quality Commission.

(3) "Director" means Director of the Department of Environmental Quality or his authorized deputies or officers.

(4) "Permit" means a written permit issued by the Department, bearing the signature of the Director, which by its conditions may authorize the permittee to construct, install, modify or operate specified facilities, conduct specified activities or emit, discharge or dispose of wastes in accordance with specified limitations.

14-015 TYPE, DURATION AND TERMINATION OF PERMITS. (1) Permits issued by the Department will specify those activites, operations, emissions and discharges which are permitted as well as the requirements, limitations and conditions which must be met.

(2) The duration of permits will be variable, but shall not exceed five (5) years. The expiration date will be recorded on each permit issued. A new application must be filed with the Department to obtain renewal or modification of a permit.

(3) Permits are issued to the official applicant of record for the activities, operations, emissions or discharges of record and shall be automatically terminated:

(a) Within 60 days after sale or exchange of the activity or facility which requires a permit.

(b) Upon change in the nature of activities, operations, emissions or discharges from those of record in the last application.

(c) Upon issuance of a new, renewal or modified permit for the same operation.

(d) Upon written request of the permittee.

14-020 APPLICATION FOR A PERMIT. (1) Any person wishing to obtain a new, modified or renewal permit from the Department shall submit a written application on a form provided by the Department. Applications must be submitted at least 60 days before a permit is needed. All application forms must be completed in full, signed by the applicant or his legally authorized representative and accompanied by the specified number of copies of all required exhibits. The name of the applicant must be the legal name of the owner of the facilities or his agent or the lessee responsible for the operation and maintenance.

(2) Applications which are obviously incomplete, unsigned or which do not contain the required exhibits (clearly identified) will not be accepted by the Department for filing and will be returned to the applicant for completion.

(3) Applications which appear complete will be accepted by the Department for filing.

(4) Within 15 days after filing, the Department will preliminarily review the application to determine the adequacy of the information submitted.

(a) If the Department determines that additional information is needed it will promptly request the needed information from the applicant. The application will not be considered complete for processing until the requested information is received. The application will be considered to be withdrawn if the applicant fails to submit the requested information within 90 days of the request.

(b) If in the opinion of the Director additional measures are necessary to gather facts regarding the application, the Director will notify the applicant of his intent to institute said measures and the timetable and procedures to be followed. The application will not be considered complete for processing until the necessary additional fact-finding measures are completed. When the information in the application is deemed adequate, the applicant will be notified that this application is complete for processing. Processing will be completed within 45 days after such notification.

(5) In the event the Department is unable to complete action on an application within 45 days after notification that the application is complete for processing, the applicant shall be deemed to have received a temporary or conditional permit, such permit to expire upon final action by the Department to grant or deny the original application. Such temporary or conditional permit does not authorize any construction, activity, operation or discharge which will violate any of the laws, rules or regulations of the State of Oregon or the Department of Environmental Quality.

(6) If, upon review of an application, the Department determines that a permit is not required, the Department shall notify the applicant in writing of this determination. Such notification shall constitute final action by the Department on the application.

14-025 ISSUANCE OF A PERMIT. (1) Following determination that it is complete for processing, each application will be reviewed on its own merits. Recommendations will be developed in accordance with the provisions of all applicable statutes, rules and regulations of

the State of Oregon and the Department of Environmental Quality.

(2) If the Department proposes to issue a permit, proposed provisions prepared by the Department will be forwarded to the applicant and other interested persons at the discretion of the Department for comment. All comments must be submitted in writing within 14 days after mailing of the proposed provisions if such comments are to receive consideration prior to final action on the application.

(3) After 14 days have elapsed since the date of mailing of the proposed provisions, the Department may take final action on the application for a permit. The Department may adopt or modify the proposed provisions or recommend denial of a permit. In taking such action, the Department shall consider the comments received regarding the proposed provisions and any other information obtained which may be pertinent to the application being considered.

(4) The Department shall promptly notify the applicant in writing of the final action taken on his application. If the Department recommends denial, notification shall be in accordance with the provisions of section 14-035. If the conditions of the permit issued are different from the proposed provisions forwarded to the applicant for review, the notification shall include the reasons for the changes made. A copy of the permit issued shall be attached to the notification.

(5) If the applicant is dissatisfied with the conditions or limitations of any permit issued by the Department, he may request a hearing before the Commission or its authorized representative. Such a request for hearing shall be made in writing to the Director within 20 days of the date of mailing of the notification of issuance of the permit. Any hearing held shall be conducted pursuant to the regulations of the Department.

14-030 RENEWAL OF A PERMIT. The procedure for issuance of a permit shall apply to renewal of a permit. If a completed application for renewal of a permit is filed with the Department in a timely manner prior to the expiration date of the permit, the permit shall not be deemed to expire until final action has been taken on the renewal application to issue or deny a permit.

14-035 DENIAL OF A PERMIT. If the Department proposes to deny issuance of a permit, it shall notify the applicant by registered or certified mail of the intent to deny and the reasons for denial. The denial shall become effective 20 days from the date of mailing of such notice unless within that time the applicant requests a hearing before the Commission or its authorized representative. Such a request for hearing shall be made in writing to the Director and shall state the grounds for the request. Any hearing held shall be conducted pursuant to the regulations of the Department.

14-040 MODIFICATION OF A PERMIT. In the event that it becomes necessary for the Department to institute modification of a permit due to changing conditions or standards, receipt of additional information or any other reason pursuant to applicable statutes, the Department shall notify the permittee by registered or certified mail of its intent to modify the permit. Such notification shall include the proposed modification and the reasons for modification. The modification shall become effective 20 days from the date of mailing of such notice unless within that time the permittee requests a hearing before the Commission or its authorized representative. Such a request for hearing shall be made in writing to the Director and shall state the grounds for the request. Any hearing held shall be conducted pursuant to the regulations of the Department. A copy of the modified permit shall be forwarded to the permittee as soon as the modification becomes effective. The existing permit shall remain in effect until the modified permit is issued.

14-045 SUSPENSION OR REVOCATION OF A PERMIT. (1) In the event that it becomes necessary for the Department to suspend or revoke a permit due to non-compliance with the terms of the permit, unapproved changes in operation, false information submitted in the application or any other cause, the Department shall notify the permittee by registered mail of its intent to suspend or revoke the permit. Such notification shall include the reasons for the suspension or revocation. The suspension or revocation shall become effective 20 days from the date of mailing of such notice unless within that time the permittee requests a hearing before the Commission or its authorized representative. Such a request for hearing shall be made in writing to the Director and shall state the grounds for the request. Any hearing held shall be conducted pursuant to the regulations of the Department.

(2) If the Department finds that there is a serious danger to the public health or safety or that irreparable damage to a resource will occur, it may, pursuant to applicable statutes, suspend or revoke a permit effective immediately. Notice of such suspension or revocation must state the reasons for such action and advise the permittee that he may request a hearing before the Commission or its authorized representative. Such a request for hearing shall be made in writing to the Director within 90 days of the date of suspension and shall state the grounds for the request. Any hearing shall be conducted pursuant to the regulations of the Department.

14-050 SPECIAL PERMITS. The Department may waive the procedures prescribed in section 14-025 and issue special permits of duration not to exceed 60 days from the date of issuance for unexpected or emergency activities, operations, emission or discharges. Said permits shall be properly conditioned to insure adequate protection of property and preservation of public health, welfare and resources. Application for such permits shall be in writing and may be in the form of a letter which fully describes the emergency and the proposed activities, operations, emissions or discharges.

RECEIVED
JAN 4 - 1972
FOR FILING
FORM 8-30 (REV. 10-69)

7883

5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 2, 1973

To: Walter J. Hart
Bridge Engineer
S A L E M

Attention L. L. Wallace

SUBJECT: Investigations of Sewage Disposal Facilities
Cabin Creek Safety Rest Area
Manzanita Safety Rest Area
South Umpqua Safety Rest Area
Pacific Highway

As per our recent phone conversation, we will make an investigation of the sewage disposal facilities at these rest areas. We do have some concern about the outcome of these investigations as follows:

1. Use during the past two months may be less than 25% of the tourist season.

2. How water tables may make evaluation of the sewage disposal systems difficult.

3. The Manzanita Safety Rest Area system is operating on a six months temporary permit. If we invite inspection we need to have a correction plan and date in mind.

4. The South Umpqua Rest Area disposal system is not adequate and we may have a problem explaining why we are not scheduling a larger system.

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. VERSTEEG
Region Engineer

NOTED
E. S. HUNTER

JHV/cw

cc A. E. Johnson
E. S. Hunter

RECEIVED
JAN 3 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 27 1972

DEPARTMENT OF ENVIRONMENTAL QUALITY

RECEIVED
STATE HWY ENGR
DEC 26 '72
REFER TO
FOR
Info | ives | R/D | DIR | Sign | Act | File

7883

TERMINAL SALES BLDG. • 1234 S.W. MORRISON ST. • PORTLAND, OREGON 97205

TOM McCALL
GOVERNOR

L. B. DAY
Director

ENVIRONMENTAL QUALITY COMMISSION
B. A. McPHILLIPS
Chairman, McMinnville
EDWARD C. HARMS, JR.
Springfield
STORRS S. WATERMAN
Portland
GEORGE A. McMATH
Portland
ARNOLD M. COGAN
Portland

December 22, 1972

Final Date for Submission of Written Comments:

1-8-73

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Deputy State Highway Engineer

Gentlemen:

Re: Waste Discharge Permit
File No. 52793
(Manzanita Rest Area)

Your application for a Waste Discharge Permit has been reviewed by the Department of Environmental Quality, and proposed waste discharge permit provisions have been drafted. You are invited to review the attached copy and submit any comments you may have in writing prior to the date indicated above.

After that date, all comments received will be evaluated by the Department of Environmental Quality and final action on your application will be taken in accordance with the procedures set forth in Oregon Administrative Rules, Chapter 340, Section 14-025 (copy attached). You will be advised of the action taken as soon as possible after the final date for submission of written comments.

Very truly yours,

L. B. Day
Director

HLS:mjb
Attachments

cc: Roseburg District Office

FORM S-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7283

DATE December 14, 1972

TO J. Versteeg
Region 3 Engineer

FROM Walter J. Hart
Bridge Engineer

NOTED
A. E. JOHNSON

SUBJECT Investigations of Sewage Disposal Facilities
Cabin Creek Safety Rest Area
Manzanita Safety Rest Area
South Umpqua Safety Rest Area
Pacific Highway

As a result of the existing sewage disposal problems at the subject rest areas and several other areas, we feel that field investigations of the existing septic tank, drain field systems are necessary.

This work is requested in order that we may fully evaluate the cause of the malfunctions and take into account these findings when we design the expansion of these facilities and the building of new sewage disposal facilities.

These investigations should be conducted on sewage systems at Cabin Creek, South Umpqua, and the northbound Manzanita Safety Rest Areas. These investigations should consist of checking out septic tanks, distribution boxes, supply lines from septic tanks to distribution boxes, and digging into various areas of drain fields.

This work should be conducted by someone capable of evaluating the findings. We would also recommend that the local county sanitarian be present to assist in evaluating the findings. A representative of the Health Division should also be present.

This work at Cabin Creek and Manzanita should be charged to preliminary engineering. The investigation at South Umpqua will have to be charged to maintenance funds as it is not scheduled for expansion. This work should be accomplished as soon as possible.

DOC/ag
cc A. E. Johnson
E. S. Hunter
Roy Olson

RECEIVED
DEC 18 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FOR FILING

7883

December 14, 1972

Mr. L. B. Day, Director
Department of Environmental Quality
1234 S. W. Morrison Street
Portland, OR 97205

Dear Mr. Day:

Manzanita Safety Rest Area
Pacific Highway (I-5)
Josephine County
Bridge No. 9114B
Sewage Disposal System
Permit Application

On July 13, 1972 we submitted to your office a request for a permit to utilize the Wasteco System for the sewage treatment facility at the Manzanita Safety Rest Area.

We are in the process of developing a contract agreement between the State of Oregon and Wasteco to furnish this system. This agreement is fast approaching the signing stage and prior to this we need an approved permit.

We would appreciate any action you can take to process our permit so that we can proceed with finalizing the agreement and designing the system.

Very truly yours,

A. E. Johnson
Assistant State Highway Engineer

DOC:dh ja

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter
Walt Hart
R. N. Bothman
J. H. Versteeg
B. E. Brown
D. O. Christensen
R. F. Knapp

RECEIVED
DEC 18 1972
FOR FILING

7883

December 14, 1972

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Agreement with Wasteco, Inc.
Manzanita Safety Rest Area
FAP I-5-2(73)64
Bridge No. 91148

Enclosed are three copies of the proposed agreement with Wasteco, Inc., for the installation of a sewage disposal facility at the Manzanita Safety Rest Area in Josephine County. Other items enclosed are as follows:

1. Certification for compliance with PPM 30-11 from the Controller.

2. Justification of costs to fabricate, furnish, and install the facility.

3. Justification of the proposed fixed fee.

This facility will be designed and installed by Wasteco, Inc. because they have equipment readily available that is capable of disposing of sewage by incineration while still meeting Department of Environmental Quality air quality standards. This project is approved by the Federal Highway Administration as a Category 2 experimental project.

The negotiated contract by agreement was considered to be in the best interest of the general public in order that continual rest area service can be maintained, a more efficient installation constructed, and better experimental

results obtained that may be utilized in future installations. A negotiated contract with the manufacturer will allow any changes or revisions in this experimental project to be made with the greatest efficiency and economy.

The liaison officer to monitor the contract will be Resident Engineer Bill E. Brown.

Tentative verbal Federal Highway Administration approval of the agreement was received from Mr. G. K. Hoesner on November 30, 1972. May we have your approval and confirmation of the above date for authorization to proceed with the work under this agreement?

I certify that the technical provisions in the proposal are in compliance with FHWA PPM 30-11.

Very truly yours,

A. E. Johnson
Assistant State Highway Engineer

Enc.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
L. I. Lindas
V. E. Skoog
Walter J. Hart
J. H. Versteeg
D. E. Brown
L. H. Young
R. N. Bothman

RJW:dh ja

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

December 6, 1972
Salem, Oregon

To: Walter J. Hart
Bridge Engineer

B U I L D I N G

SUBJECT: Pre-award Evaluation
WASTECO, INC.
Manzanita Safety Rest Area
I-5-2 (73) 64

I certify that the accounting provisions in the proposed agreement with WASTECO, INC. to provide a self-contained sewage disposal facility at the Manzanita Safety Rest Area was evaluated for compliance with Federal Highway Administration PPM 30-11.

V. E. Skoog
Controller

VES:PH:kmb

RECEIVED
DEC 6 1972
BRIDGE DIVISION

SUMMARY OF JUSTIFICATION OF COSTS TO

FABRICATE, FURNISH AND INSTALL FACILITY

Direct Salary and Indirect Costs	$ 5,600
Fabricate, Install, and Start-up of Incinerator	11,600
Furnish and Install Fuel Tank	393
Furnish and Install Treatment Plant	107,100
Furnish and Install Water Tank	1,720
Furnish and Install Sewage Tank	18,000
Place Concrete Foundation Slabs	4,074
TOTAL =	$148,487
Proposed Estimated Costs =	$115,725

DIRECT SALARY COSTS

(Includes Payroll-associated Direct Costs)

Project Manager 80 hrs. @ $20/hr.	=	$ 1,600
Other Production Personnel 120 MH @ $10/hr.	=	1,200
		$ 2,800

INDIRECT COSTS

100% of Direct Salary Costs	=	$ 2,800
Total Direct Salary and Indirect Costs	=	$ 5,600

CA-500 DESTRUCTOR (INCINERATOR)

There is no basis for comparing the cost of this newly developed incinerator since there is no other equipment of the same capability that is readily available. However, a cost of $10,000 is reasonable when compared to a catalog price of $17,630 as indicated on the attached sheets.

Fabricate and Furnish		$10,000
Install and Start-up 80 MH @ $10/hr.		800
Indirect Costs 100% x $800	=	800
		$11,600

WASTECO, IN[illegible]

CONTROLLED ATMOSPHERE DESTRUCTOR
MODEL CA[illegible]500

BASIC COST $ 15,830.00

CAPACITY: 250 to 625 lbs. per hour

BURNERS:

Primary	1 - 400,000 BTU
Secondary	1 - 1,200,000 BTU

CONTROLS: Control panel - timers - lights, pyrometer, secondary Hi-Lo fire, shell cooling fan, security shell

UTILITY REQUIREMENTS:

Electrical:	208 V, 3 Phase, 30 AMP Start
Nat.Gas/LP:	8 oz. Operating at 1600 CFH
	14" Operating at 1600 CFH
Estimates Weight	29,000 Lbs.

OPTIONS - Available at Additional Cost

Load door - Left	$ 50.00	$_____
Load door - 24" X 24" Extension	$ 500.00	$ 500.00
Load Door Lock Assembly	$ 128.00	$_____
Stack Sections - 6 ft.	$ 547.00	$_____
Temp/Control Hi-Lo-Primary	$ 500.00	$_____
Oil Burner(s) Each	$ 100.00	$_____
Waste Oil Burner Kit	$ 130.00	$_____
Roof Penetration Kit	$ 462.50	$_____
Spark Arrestor - S.S. 304	$ 670.00	$_____
Ram Feed - 1/2 Yard	$5425.00	$_____
Ram Feed - 1 Yard	$6100.00	$_____
Dual Fuel Burners	$3350.00	$_____
Pathological Kit Incls: Primary Burner - 2 - 400,000 BTU Primary Temperature Control	$1300.00	$ 1300.00

RECEIVED
DEC 7 1972
BRIDGE DIVISION

WASTECO, INC.

CONTROLLED ATMOSPHERE DESTRUCTOR
MODEL CA - [redacted]

Compressor for 1/2 Yd Ram Feed	$ 352.50	$_____
Compressor for 1 Yd Ram Feed	$ 352.50	$_____
FIA Gas Train*	$2054.00	$_____
*Add for each burner	$ 242.00	$_____

TOTAL OPTIONS $ 1800.00

START-UP ASSISTANCE:

$150.00 per day per man
plus travel & per diem $_____

TOTAL COST OF UNIT $_____

SUMMARY:

BASIC UNIT - - - - # 15,830.
OPTIONS - - - - 1,800.

* TOTAL # 17,630

* please note this total does not include the sludge injection system -- all dealers are required to get this cost direct from Wasteco Inc because of the variables involved as to type of sludge and method of injection.

RECEIVED
DEC 7 1972
[illegible] DIVISION

FURNISH AND INSTALL TREATMENT PLANT

(50,000 g.p.d. capacity)

Description	No. Reqd.	Cost Each	Cost Extended
5,000 Gal. Sump Tank	3	$ 1,750	$ 5,250
2,500 GPH Filter Screen	2	6,000	12,000
2,500 GPH Centrifuge	2	2,600	5,200
10,000 Gal Surge Tank	1	3,750	3,750
28S Clear-Flow	2	12,000	24,000
Carbon Chamber w/carbon	5	3,500	17,500
10,000 Gal. Storage Tank	1	3,000	3,000
Submersible Sump Pumps	4	350	1,400
Transfer Pump (1/2 HP)	6	110	660
Backwash Pump (3/4 HP)	3	140	420
Sludge Pumps	2	110	220
Control Panels		6,000	6,000
Misc. Plumbing		3,000	3,000
Mis. Electric Controls (Pumps Only)		2,500	2,500
Up-Flow Sludge Clarifier	1	6,000	6,000
Gas Chlorinator	5	600	3,000
P.H.Control	2	1,200	2,400
Hydrocells	10	60	600
1500 De-Sludge Tank W/Pump	1	1,200	1,200
1500 Gal Backwash Reservoir for Carbon Columns W/Pump	1	1,500	1,500
Sump for Centrifuge W/Pump	1	500	500
Chemical Storage Tanks W/Heat	2	2,500	5,000
Freight & Delivery		2,000	2,000
ESTIMATED TOTAL COST			$107,100

1,500 GALLON FUEL TANK (Above ground)

FOB Grants Pass	=	$ 353	(Price from
4 hrs. @ $10/hr. (Installation)	=	40	Cutler Mfg. Co.)
		$ 393	

5,000 GALLON WATER STORAGE TANK

Price from Cutler Mfg.	$ 1,400
Install 2 men (16 hrs.) ($10)	320
	$ 1,720

100,000 GALLON EMERGENCY SEWAGE TANK

Price installed by U.S. Tank & Construction	$18,000

CONCRETE FOUNDATION SLABS

Conc. = 50 ft. (30 ft.)(0.5 ft.) (1/27) = 27.8 $yd.^3$ @ $110 $yd.^3$	=	$ 3,058
Reinf.= 27.8$yd.^3$ (100 lb./$yd.^3$) = 2,780 lb. @ $0.20 lb.	=	556
Excav.= 51 (31) (1.0) (1/27) = 58.6 $yd.^3$ @ $5/$yd.^3$	=	293
Rock backfill = 50 (30) (0.5) (1/27) = 27.8 $yd.^3$ @ $6/$yd.^3$	=	167
		$ 4,074

JUSTIFICATION OF PAYMENT OF FIXED FEE TO WASTECO, INC.

Payment to Wasteco is by cost-plus-a-fixed-fee method with costs estimated to be $115,725 and the negotiated fixed fee proposed at $24,655. Under the terms of the agreement, Wasteco will be responsible for all cost of repairs to the system for one year from the date of preliminary acceptance (when the facility first becomes operational). Wasteco will also pay for all adjustments and modifications necessary to ensure the continued operation of the facility under the terms of the agreement for the same one-year period. This cost could conceivably include replacement and/or additions of equipment to the facility. For an ordinary contract such costs would not be borne by the contractor and this risk factor is an added justification for the above fixed fee.

Below is a justification of the fixed fee without any allowance for the above costs. If a prime contractor subcontracted work to Wasteco and others to design and install the facility, the force account profit and overhead costs are estimated as follows:

1.	Direct Salary ($1,874)		
	45% additives for Social Security, fringe benefits, taxes, ins. = .45 x $1,874	= $	843
	20% x ($1,874 + $843) = 0.2 x $2,717	=	543
2.	Material ($90,827) (All tanks, etc., to be installed except for incinerator.) 15% = .15 x $90,827	=	13,624
3.	Labor to Install ($4,500) 20% = .2 x $4,500	=	900
4.	Incinerator (catalog price = $17,630 including options)		
	$17,630 - (cost = $10,000)	=	7,630 - to Wasteco
	15% = .15 x $17,630	=	2,645 - to Prime
5.	Other costs ($5,713) (Subsistance, travel expenses, misc. installation costs, and contingencies) 20% = .2 x $5,713	=	1,143
	TOTAL	=	$27,328
	Proposed Fixed Fee	=	$24,655

7883

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 24, 1972

TO Mr. Walter J. Hart
Bridge Engineer

FROM Duane O. Christensen
Supervising Design Engineer

SUBJECT Safety Rest Area Deficiencies

We have studied the sewage disposal and water supply problems that exist in the various regions and recommend that the following work be done in order listed. This order is our determination of priority in which the project should be worked on and is based on correcting problems that are detrimental to next year's operation and as an interim step to expansion.

1. Manzanita Safety Rest Area - Region 3

#1883

Sewage Disposal - Present facilities are on a septic-tank-drain-field system which is operating on a temporary permit from DEQ. Negotiations are underway to have Wasteco, Inc. design and install a waste treatment facility as an experimental project.

NOTED
E. S. HUNTER

In addition there will be an expansion of the facilities to include a gravity type water system, new toilet buildings, revising existing facilities for the new system.

A contract to revise the parking areas and provide a new well has been completed.

This work is presently being programed with FHWA for an early contract.

2. Memaloose Safety Rest Area - Region 4

An expansion project for this area is presently on the schedule for the February 22, 1973, bid opening. This contract will add two new toilet buildings, a new water supply (well has been drilled and sufficient water is available), and a new sewage disposal facility.

3. Cabin Creek Safety Rest Area - Region 3

Water Supply - Private well is presently effecting the saline content and drawdown of the wells. The StateEngineer is taking action to eliminate

NOTED
DX J. HART

this interference. Well No. 8 should be back-filled with concrete below the 122-foot level to seal off the salt zone (about 15 feet). Replace existing pump at well No. 8 with smaller pump capable of supplying 20 gpm to prevent excessive drawdown. Irrigation should be limited to 50,000 gpd on an automatic sprinkler system. This will adequately irrigate five acres of lawn on an 8-hour schedule. Any further irrigation need will have to be supplied from some other source. Additional expansion is permissible provided the sewage disposal problem can be solved.

Sewage disposal - Install new 10,000 gallon septic tanks at each unit to replace present 4,000 gallon tanks. Existing tanks are way too small and possibly contributed to our problems by clogging drainage field lines.

Construct new seepage bed drainage field on state park property about 1200 feet northeast of the southbound unit building. This would serve the unit until any expansion is proposed. The northbound unit can be served on new seepage beds built up in the wooded area on the northeast side. Two beds should be constructed at each site and used alternately.

When expansion of these areas are proposed it should include a lagoon in the vicinity of Chenowith Park Interchange.

It is recommended that further expansion of this rest area not be done until suitable solution to the sewage problems are worked out.

4. Boardman Safety Rest Area - Region 5

Sewage Disposal - The most likely solution to the sewage disposal problem at this site would be sewage lagoon, polishing pond, and chlorination system. The DEQ has indicated that effluent dumping would be permissible into the irrigation ditch at times of adequate runoff. The effluent would necessarily have to be impounded until such times.

5. South Umpqua Safety Rest Area - Region 3

Water Supply - Join the community water district or construct a 25,000 gallon hillside reservoir near the community tank. A well on the Booth Ranch would be necessary to supplement the existing well if we went our own way.

Sewage Disposal - The southbound unit has had a new disposal field installed beyond the two existing fields. At the present time this field is saturated.

The northbound area's disposal field is also saturated. There is some evidence that this field has been driven on and could have some broken tile. The ditches have water backing up in them and a culvert to the south floods over the field. Before abandoning this field, some investigation should be done. Dye tests, digging up some of the laterals, exposing the distribution boxes, et cetera, to determine the extent to which these field are inoperable.

If these investigations are negative, then the only other solution would be the same type of treatment proposed for Boardman Safety Rest Area on a site across the freeway from the southbound unit.

6. Siskiyou Safety Rest Area - Region 3

Water Supply - It is necessary to test existing well to find out how much this well is producing. Additional right of way should be obtained to the east of the present area so further exploration can be made for additional wells, sewage disposal, and expansion. After testing of the existing well, a reservoir should be constructed on the hillside directly west of the freeway to change the system to a gravity type.

Sewage Disposal - Requires new right of way so sufficient area for a disposal field can be had, a 10,000 gallon septic tank should be installed, stilling tank, and two disposal fields to be used alternately.

With the problems presently encountered, expansion of this area should not proceed until these have been solved.

The additional land acquisition for the disposal field should also include land requirements for future expansion.

7. Cow Creek Safety Rest Area - Region 3

Water supply - The well supplying both northbound and southbound units has some plumbing problems. The best solution to this would be a 50,000 gallon reservoir on the hillside to the east of the northbound unit and installation of an automatic sprinkler system to even out the demand on the system. The reservoir would be located on land already owned by the Highway Division so additional right of way would not be needed.

Sewage disposal is not critical, but installation of a 10,000 gallon septic tank at each unit would forestall any problems.

8. Gettings Creek Safety Rest Area - Region 3

Water Supply - This area is presently being explored for a new well. Well development should proceed as planned so any future expansion will

not have to depend on the existing source. The existing well has been diminishing its supply of water the last few years and it would be a good idea to find out why. It is possible that the well screen has plugged and needs cleaning. Therefore the well liner and pump should be pulled and cleaned and the well tested. This would give us an idea as to what to expect of the new well. The new well would be plumbed into the existing system. An automatic irrigation system should be installed to even out the demand on the system.

Sewage disposal is not presently a problem.

We do not recommend expansion at this site unless sufficient water is obtained.

9. Dooley Mountain Safety Rest Area - Region 5

Water Supply - Water supply is from a spring located on the site. Attempts to clean this spring have proven unsuccessful and water samples are poluted. It will be necessary to build a springhouse and provide a chlorinator if we keep this area operating.

Vault-type forest toilets should be used in locations of this type.

10. Chief Joseph Canyon Viewpoint - Region 5

Vault-type forest toilets should be installed at this site. The U.S. Forest Service has indicated to the District Engineer that they are trying to eliminate the use of pit toilets in the National Forests.

The estimated costs for these improvements are shown on the accompanying outline. These proposals should be sent to the respective regions for their concurrence. and investigation. The State Department of Environmental Quality has been informed of our proposals for their information and advice, but the Regional Engineer should contact the local County Sanitarians for a permit to proceed with these proposals.

GJB:dh
Attachment
cc R. W. Ellison
L. L. Wallace
D. O. Christensen
R. F. Knapp

Outline-Rest Area Deficiencies

The following is an outline of current Rest Area deficiencies listed in decending order of need. The costs listed are for the interim solutions to these problems and don't include monies for expansion and ultimate solutions in most cases.

1. Manzanita SRA - Region III

   Water supply & Sewage Treatment included in expansion plans.

   Cost-(plans now being prepared)

2. Memaloose SRA -Region IV

   Water supply & Sewage Treatment included in expansion plans.

   Cost-(plans now being prepared)

3. Cabin Creek SRA - Region III

   (a.) Water Supply (including irrigation)

   Cost - $9200

   (b.) Sewage disposal

   (includes sewage pumping, and disposal fields)

   Cost -$29800

   Total Cost (includes 20% E & C) = $46,800

4. Boardman SRA - Region V

   Sewage disposal-(includes 2 lagoon ponds & Chlorination System)

   Total Cost (includes 20% E & C and R/W acquistion) = $50,000

5. South Umpqua SRA - Region III

   (a.) Water Supply (includes new well, reservoir, and land acquistion)

   Cost- $66,000

(b.) Sewage disposal- (includes 2 lagoon ponds, Chlorination System, and land acquistion)

Cost--$51,000

Total Cost (includes 20% E & C) = $140,000

6. Siskiyou SRA - Region 111

(a.) Water Supply (includes reservoir, irrigation, and land acquistion)

Cost--$38,000

(b.) Sewage disposal (includes septic tank, disposal field, and Land acquistion for future expansion)

Cost -- $31,000

Total Cost (includes 20% E & C) = $83,000

7. Cow Creek SRA - Region 111

(a.) Water Supply (includes irrigation system, reservoir, and Chlorination system)

Cost -- $30,000

(b.) Sewage Disposal (includes new septic tanks)

Cost-- $9000

Total Cost (Includes 20% E & C) = $47,000

8. Getting Creek SRA - Region 111

Water Supply (Includes new well, pumps, land acquistion, and irrigation system)

Total (Includes 20% E & C) = $25,000

9. Dooley Mountain SRA - Region V

(a.) Water Supply (includes spring house & Chlorinator)

Cost -- $2000

(b.) Sewage disposal-(Vault toilet & bldg.).

Cost --$2500

Total Cost (Includes 20% E & C) = $5400

10. Chief Joseph Canyon Viewpoint - Region V

Sewage disposal - Vault Toilet and Bldg.)

Cost (Includes 20% E & C = $ 3,000

Total Cost of all improvements (Exluding Manzanita SRA and Memaloose SRA) = $400,200

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

RECEIVED NOV 1 1972 FOR FILING

1 - LETTER OF APPROVAL AND/OR AUTHORIZATION

10-31-72

FEDERAL AID PROJECT NO.	1-5-2(73)64
STATE PROJECT NO.	MANZANITA SAFETY REST AREA
FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON	PROGRAM NO.
ITEM NO.	1-729
COUNTY NAME	JOSEPHINE
PROGRAM STAGE (Check)	[ ] 1. [X] 2.

TO: 7883

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
NOV 1 '72
REFER TO
FOR
Info | Appvs | Sig | Corr | File | Ret | Dis

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	OCTOBER 30, 1972	INTERSTATE ROUTE #5	PACIFIC HIGHWAY ROUTE #1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. YOUNG'S OCTOBER 13, 1972 LETTER IT HAS BEEN DETERMINED TO BE IN THE PUBLIC INTEREST TO CONSTRUCT THE WASTECO SEWAGE DISPOSAL SYSTEM UNDER A NEGOTIATED CONTRACT. YOU ARE HEREBY AUTHORIZED TO PROCEED WITH THE NEGOTIATIONS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [X] OTHER (Specify) NEGOTIATED CONTRACT
- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

FINAL APPROVAL IS SUBJECT TO OUR REVIEW AND APPROVAL OF THE NEGOTIATED CONTRACT.

11-1-72 Young

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-31-72	C K Burgbacher for	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
OCT 13 1972
FOR FILING
7883

IV

October 13, 1972

TO: Executive Department
Federal Aid Coordination Unit

FROM: L. H. Young
Programming Engineer

SUBJECT: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Interstate project.

Item No.	Project No.	Section Name & PNRS No.
729	I-5-2(73)64	Hamamatsu Heat Area Expansion (Part) PNRS 6— (April 23, 1970)

Enc.

RNC:pr
cc: R. H. Chase
B. L. Gifford

RECEIVED
NOV 1 - 1972
FOR FILING
7883

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 30, 1972

TO Mr. J. H. Versteeg
Regional Engineer

FROM ORIGINAL SIGNED R. W. ELLISON
R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT Manzanita Safety Rest Area
- Pacific Highway
Josephine County
Bridge 9114A
Sewage Disposal

Attached are three prints of drawing 28566, which is a plan layout for the subject area. Please have the following items checked or accomplished:

1. Verify locations of sewage ducts under roadways and the field tie.

2. Verify locations of water line ducts under roadways and field tie.

3. Field contour the area proposed to be used for the Wasteco plant. Note any trees, et cetera, that should, if possible, be preserved.

4. Field check the proposed locations for the 1 1/2" PVC water service line, the 4" gravity raw sewage lines, the PVC recirculation lines, waste water discharge line and manholes. If there are any major conflicts with existing facilities, please note and show desired route.

5. It is believed that a drainage facility presently comes across in the vicinity of the proposed Wasteco site. Please locate and show on the drawing.

Because we are presently negotiating with Wasteco., Inc., to design a plant for this site and we will have to furnish them a definite site location shortly, we would appreciate this work being done by November 10, 1972. Please return one print with your comments.

DOC:dh
Attachment
cc A. E. Johnson
Roy Olson

RECEIVED
OCT 31 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

TRANSACTION NUMBER 11-3

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 10-26-72

BY (Signature): MR. YOUNG'S OCTOBER 3, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 729 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
729	I-5-2(73)64	0.0	218,400	201,000	MANZANITA SAFETY REST AREA JOSEPHINE COUNTY	INSTALL A WASTECO SYSTEM COMPLETE WITH BUILDING, HYDRAULIC SYSTEM FOR THE DISPOSAL OF SEWAGE (CATAGORY 2 EXPERIMENTAL PROJECT)

NOTED F. B. KLABOE

RECEIVED STATE HWY ENGR OCT 30 '72 REFER TO FOR Init. Tvel. P.D. D/R

10-30-72 Young

REMARKS (Division)

FILED 11-1-72 FOR FILING 7883

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		10-27-72	G.L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
OCT 16 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

7883

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 13, 1972

TO ~~L. L. Green, Acting Division Engineer~~
Federal Highway Administration

FROM

L. H. Young
Programing Engineer

SUBJECT Program Data Submission.

We are submitting program data for one Interstate Category 2 Experimental Project, Item No. 729, Project No. I-5-2(73)64, "Manzanita Safety Rest Area", which we desire to have included in the Federal-Aid Interstate Highway Program.

This project is being programed as a "Category 2 Experimental Project" under the provisions of PPM 20-6.3. FHWA Memorandum of August 9, 1972 concurs in the eligibility of this "Experimental" project for Federal participation and Interstate Funding.

The "Work Plan" required by PPM 21-6.3 for this type of project was submitted under our letter of September 29, 1972.

This project is a stage of the expansion of the rest area facilities for which location/design approval was granted by FHWA Memorandum of October 23, 1969.

We are enclosing copies of the State and District 8 Clearinghouse letters approving the Rest Area Expansion, dated April 23, 1970 and May 5, 1970 respectively.

A "Negative Environmental Declaration" was submitted August 17, 1972 and concurred in by FHWA on September 5, 1972.

It is our present intention to negotiate a contract with the "Wasteco" firm to furnish and install the disposal system, including the building to house same, in operating condition. It is our opinion that the manufacturer of the equipment is the most qualified, at this time, to install the system in proper working order so that the experimental

project can be commenced under as ideal a system operation as possible. In view of the aforementioned facts we are of the opinion it is in the public interest to negotiate the installation of the disposal unit and hereby request your approval to proceed on that basis. The balance of the construction necessary to connect the disposal unit to the existing sanitary facilities, as set forth on the PR-1 Form, will be contracted under our normal bidding procedure.

Encl.

EMC:pr

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

April 23, 1970

Mr. Forrest Cooper, State Engineer
Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

HIGHWAY DIVISION - MANZANITA REST AREA EXPANSION

The above project has been coordinated with the interested state agencies and all concur. However, because sewage disposal is of a subsurface type, the expansion must be coordinated with the Josephine County Health Department.

We strongly endorse the project. Rest breaks from the monotony of freeway driving are a positive and significant factor contributing to traffic safety and the Highway Division has an excellent record in this regard.

Ed

Edward G. Westerdahl, II

4-27-70

REFERRED TO

Young

RECEIVED
APR 27 1970
PROGRAM & PLANNING
DIVISION

RECEIVED
APR 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BEN GIFFORD

(ED)
R. W. ELLISON

Ellison

CC's
4-28-70

Rogue Valley Council of Governments

MAILING ADDRESS:
C/O JACKSON COUNTY
PLANNING COMMISSION
COURTHOUSE,
MEDFORD, OREGON 97501

May 5, 1970

Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Pursuant to your Notice of Intent applying for federal assistance for the Manzanita Safety Rest Area in District Eight, the Rogue Valley Council of Governments on April 27 reviewed the proposed project. In its review, the council of governments unanimously endorsed the expansion project for the Manzanita Safety Rest Area as being consistent with comprehensive planning in District Eight.

Sincerely,

Gary A. Scott

Gary A. Scott
Executive Director

GAS:rr

RECEIVED
MAY 6 1970
PROGRAM & PLANNING
DIVISION

BEN GIFFORD

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

10-12-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION *(45 typewriter spaces)*: I-5 2.6 miles North of Grants Pass

ADT | PRESENT: 9,100 | FUTURE: 16,900 | YEAR: 92 | REGION: 10 | STATE NAME: Oregon

STATE CODE: 35 | APPN CODE: 042 | ITEM NO.: 729

I. Projects Only

PROPOSED WORK *(35 typewriter)*: al Facility (Rest

NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S): I- | NUMBER: 5-2 | SEQ. NO.: (73) | POST MI.: 64 | DESIG.:

FUNDS

COUNTY NAME: Josephine | CODE: 033

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I | FEDERAL-AID: I-5 | STATE | U.S.: I-5

WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
PE		I-5 2.6 mi. N. of Grants Pass						Install a "Wasteco System" complete including building, hydraulic system, etc., for the disposal of sewage. (Category 2 Experimental Project)
ROW		"Manzanita Safety Rest Area"						
CONST (CODE) Y022 (Experimental)			0.0	218,400	201,000	17,400		
		PROJECT TOTALS	0.0	218,400	201,000	17,400		

ED BY

M APPROVAL DATES

REMARKS

Additional Data: Items 162, 499, 595 and 611; Projects I-5-2(24), I-5-2(57), I-5-2(66) and I-5-2(67) respectively

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

10-12-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1 (19) (20)	I-5 2.6 miles North of Grants Pass 21 65	ADT	9,100	16,900 (56)	92 (70) (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
3	Sewage Disposal Facility (Rest Area) 28 62	(63) (65)	(66) (69)	(69)	(70)	(73)	(72) (73)	(74) (78)	I- 14 29	5-2 7

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
	Interstate	Josephine	033 (14)

NAME OF URBAN AREA 17-31

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5 (32)	(30) (37)	I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		I-5 2.6 mi. N. of Grants Pass					
5					ROW		"Manzanita Safety Rest Area"					
5					CONST (CODE) Y022 (Experimental)			0.0	218,400	201,000	17,400	
								0.0	218,400	201,000	17,400	

(16) (23) (24) (33)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

REMARKS

Additional Data: Items 162, 49
Projects I-5-2(24), I-5-2(57),
I-5-2(67) respectively

MANZANITA SAFETY REST AREA

PROJECT I-5-2(73)64

The proposed work consists of the installation
System" for sewage reduction and disposal
building and connections to existing sanitary

essentially closed type wherein water,
waste transporting fluid, is repeatedly
the plant and purged on sewage components
incinerated to an inert and sterile condi-
ged and cleaned water transporting fluid
by chlorination and returned to the system
t buildings' water closets and urinals
d waste products from the processing plant
rator stack gases discharged to the atmosphere
ll quantity of ash to be deposited at a
lso a small volume of sterlized waste water
rged by irrigation methods on a selected

ent intention that the proposed work as
accomplished as indicated:

y normally advertised competitive bid.
mated Cost - $32,400.

ruct the water-borne sewage lines and manholes
both existing toilet buildings to the Wasteco
. Estimated cost - $15,480.

ruct water recirculation lines from Wasteco
to existing toilet buildings to provide for
ing urinals and toilets. Estimated cost - $5,160.

c. Split water system within existing toilet buildings into potable and flushing systems. Estimated cost - $2,880.

d. Construct water line from existing water system to Wasteco plant to provide for additional water make-up. Estimated cost - $1,680.

e. Construct waste water irrigation system. Estimated cost - $7,200.

2. Negotiated contract with "Wasteco". Estimated cost - $186,000.

a. "Wasteco" sewage disposal plant equipment installed in operating condition. Estimated cost - $168,000.

b. Building to house "Wasteco" plant. Estimated cost - $18,000.

Public Hearing: Not required under paragraph 6c. of PPM 20-8.

Negative Environmental Declaration: FHWA concurred as of September 5, 1972.

Location/Design Approved: Refer to FHWA Memorandum of October 23, 1969, Subject: I-5-2(-)59 Manzanita Rest Area Expansion. This project is a part of said expansion.

A-95 Review: State and District 8 Clearinghouse approval by letters dated April 23, 1970 and May 5, 1970 respectively.

For PR-37B: On ROW-1; ROW-F; Sanitary Facilities-Y.

MANZANITA SAFETY REST AREA

PROJECT I-5-2(73)64

Project Data: The proposed work consists of the installation of a "Wasteco System" for sewage reduction and disposal complete with building and connections to existing sanitary facilities.

The system is essentially a closed type wherein water, as the sewage waste transporting fluid, is repeatedly reprocessed in the plant and purged on sewage components which are then incinerated to an inert and sterile condition. The purged and cleaned water transporting fluid is sterilized by chlorination and returned to the system to serve toilet buildings' water closets and urinals only. Disposed waste products from the processing plant include incinerator stack gases discharged to the atmosphere and a very small quantity of ash to be deposited at a waste site. Also a small volume of sterlized waste water will be discharged by irrigation methods on a selected disposal site.

It is our present intention that the proposed work as listed below be accomplished as indicated:

1. Contract by normally advertised competitive bid. Total Estimated Cost - $32,400.

   a. Construct the water-borne sewage lines and manholes from both existing toilet buildings to the Wasteco plant. Estimated cost - $15,480.

   b. Construct water recirculation lines from Wasteco plant to existing toilet buildings to provide for flushing urinals and toilets. Estimated cost - $5,160.

   c. Split water system within existing toilet buildings potable and flushing systems. Estimated cost - $2,

   d. Construct water line from existing water system to plant to provide for additional water make-up. Est cost - $1,680.

   e. Construct waste water irrigation system. Estimate $7,200.

2. Negotiated contract with "Wasteco". Estimated cost - $

   a. "Wasteco" sewage disposal plant equipment installe operating condition. Estimated cost - $168,000.

   b. Building to house "Wasteco" plant. Estimated cost

Public Hearing: Not required under paragraph 6c. of PPM 20-

Negative Environmental Declaration: FHWA concurred as of S 1972.

Location/Design Approved: Refer to FHWA Memorandum of Octo 1969, Subject: I-5-2(-)59 Manzanita Rest Area Expansion. project is a part of said expansion.

A-95 Review: State and District 8 Clearinghouse approval b dated April 23, 1970 and May 5, 1970 respectively.

For PR-37B: On ROW-1; ROW-F; Sanitary Facilities-Y.

RECEIVED
OCT 1 0 72
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OREGON STATE HIGHWAY DIVISION

7883

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 10, 1972

Wasteco, Inc.
20675 S. W. 105th
Tualatin, OR 97062

Attention Mr. Arthur J. Arellano

NOTED
A. E. JOHNSON

Gentlemen:

Manzanita Safety Rest Area
Bridge No. 9114A
Wasteco Sewage Disposal System

In accord with our discussion last Friday, I enclose a copy of an agreement used on a previous negotiated contract. The draft agreement you submit on the subject project should be patterned after the enclosed where possible. Some of the "boiler plate" articles such as minimum wages will have to be updated and will be supplied by this office.

This project is subject to the regulations of Title VI of the Civil Rights Act of 1964 and your willingness to comply must be ascertained by the State Highway Division. For this purpose a statement from your firm is required in which the employment practices of your firm with regard to non-discrimination is discussed. This statement should include the following information:

1. Approximate length of time the firm has been established.

2. A brief history of past employment practices with regard to persons from minority groups.

3. Total number of all persons employed by the firm, and number and work classification (management, supervisory, clerical, technical, etc.) of persons presently employed of Negro, American Indian, Oriental, Spanish-American, and other (specify) descent.

4. Does the firm expect any significant change in the number of employees in the near future?

5. A list of usual employment agencies, news media, or other methods used by the firm in acquiring applicants for new or replacement positions with the firm.

6. Any attempts made by the firm to notify minority groups or organizations that new or replacement positions with the firm are available to qualified applicants.

7. Past or present work conducted by the Consultants subject to the regulations as shown in Appendix A. List projects and agencies for which work was done.

The regulations as contained in Appendix A will be contained in all contracts and agreements pertaining to this project. Acceptance of the contract will signify your acceptance and willingness to comply with the requirements of the regulations.

If you have any questions regarding the draft agreement, do not hesitate to call me.

Very truly yours,

George M. Baldwin
Administrator of Highways
By R. W. Ellison

R. W. Ellison
Bridge Administration Engineer

RWE:dh
Attachment

cc A. E. Johnson
Gene Huntley
L. L. Wallace
R. J. Wright
Jack Davis

RECEIVED
OCT 11 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 6, 1972

TO Mr. L. H. Young
Programing Engineer

FROM R. W. Ellison
Bridge Administration Engineer

R.W. ELLISON

NOTED
A. E. JOHNSON

SUBJECT Manzanita Safety Rest Area
Pacific Highway
Josephine County
Wateco Sewage Disposal System
Bridge No. 9114A

In addition to that work contemplated in our letter of September 26, 1972, the following should be included in the subject project in order that the existing toilet buildings can be connected to and become operational with the Wasteco System.

1. Construct the water-borne sewage lines and manholes from both existing toilet buildings to the Wasteco plant. Estimated cost $12,900.

2. Construct water recirculation lines from Wateco plant to existing toilet buildings to provide for flushing urinals and toilets. Estimated cost $4,300.

3. Split water system within existing toilet buildings into potable and flushing systems. Estimated cost $2,400.

4. Construct water line from existing water system to Wasteco plant to provide for additional water make-up. Estimated cost $21,000.

The above items will be designed and detailed by the State and the work will be contracted in the normal manner as will the waste irrigation system included in the previous letter. It is anticipated that the Wasteco system and building will be installed under a negotiated contract with Wasteco.

The estimated cost of all items to be contracted in the normal manner = $27,000

20% E and C	=	5,400
Total		$32,400

Estimated cost of items to be negotiated with Wasteco = $155,000

20% E and C	=	31,000
Total		$186,000

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OCT 9 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

It is requested that the above be programmed with the FHWA on a participating basis. The work has their approval as a Category 2 experimental project.

The first will be a contract negotiated with Wasteco, Inc., to design, construct, and put into operation their sewage disposal plant. Also, as part of this contract a building (to house above equipment) and a sewage effluent irrigation system would be designed by the State and contracted to Wasteco to build. This work has FHWA approval as a Category 2 experimental project. We propose to do this work as soon as possible.

The second contract will be awarded on a competetive bid basis and close control can be maintained directly with Wasteco during design, construction and initial starting up of the plant. This method is in the best interest of the general public in order that continual rest area service can be maintained, a more efficient installation constructed and better experimental results obtained that may be utilized in future installations. A negotitated contract with the manufacturer will allow any changes or revisions in this experimental project to be made with the greatest efficiency and economy.

DOC:dh

cc A. E. Johnson
V. E. Skoog
F. L. Hall
Roy Olson
L. L. Wallace
D. O. Christensen
R. F. Knapp

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OCT 2 - 1972
FOR FILING
7883

September 29, 1972

Mr. Glen L. Green, Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

597

Dear Mr. Green:

Sewage Disposal System
Manzanita Safety Rest Area
Pacific Highway (I-6), Josephine County
Bridge No. 9114A (Your File 10-35-FA)

As part of the requirements of PPM 20-6.3 for Category 2 Experimental Projects, we are submitting to you the attached work plan for review and approval.

The actual format of the data sheet to record test results and accumulate test and cost data has not as yet been developed. It is suggested that this be prepared after we get the final plans developed. At that time we will have a much more comprehensive idea of the data we want recorded.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

Attachment

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walter J. Hart
R. N. Bothman
Roy Olson
L. H. Young
V. E. Skoog
D. O. Christenson
R. F. Knapp

WORK PLAN

Self-Contained Sewage Disposal System

Purpose:

To evaluate the effectiveness, serviceability and operational costs for a new type of seage disposal system involving a unique concept and having facility features capable of affording maximum protection to the environment.

Rest Area Site Conditions:

Due to rest area site and general locality conditions, together with the requirements of the Department of Environmental Quality, rest area operations at times would be severely restricted should reliance be placed upon conventional biological reduction sewage disposal systems.

Description of Proposed System:

The proposed Wasteco sewage disposal system is designed to meet all Department of Environmental Quality requirements for sewage reduction and disposal at the rest area site.

The system is essentially a closed type wherein water, as the sewage waste transporting fluid, is repeatedly reprocessed in the plant and purged of sewage components which are then incinerated to an inert and sterile condition. The purged and cleaned water transporting fluid is sterilized by chlorination and returned to the system to serve toilet buildings' water closets and urinals only. Disposed waste products from the processing plant include incinerator stack gases discharged to the atmosphere and a very small quantity of ash to be deposited at a waste site. Also a small volume of sterlized waste water will be discharged by irrigation methods on a selected disposal site.

Scope of System Inspections:

Duration of inspection period - It is proposed that the inspection period be for two years. During the first year it is planned that periodic inspections and test samples be obtained on a semi-monthly basis for the first quarter and on a monthly basis for the remainder of the year. During the second year, inspections and sampling will be made on a monthly basis.

The frequency of monitoring inspections and samplings will be adjusted as is practical for accommodation to unusual or unforeseen circumstances.

Nature of monitoring inspections - Extent of the monitoring inspections on the sewage processing system will involve the following subjects:

A. Observations of system operations and make any necessary adjustments to assure system effectiveness.

B. Samplings will be taken from the system involving the re-circulated water transporting fluid and the disposed waste water to ensure compliance with Oregon State Board of Health standards and DEQ requirements.

C. Inspections will be required to determine condition, durability and suitability of all materials and to evaluate capability and appropriateness for all system components involving controls, equipment, tanks, piping and valves, plant arrangement, et cetera, throughout.

D. Operational and maintenance cost records will be compiled in tabular form on a monthly basis.

C. Effectiveness of operating personnel will be evaluated quarterly to detect any deficiencies in their training.

Conclusions:

Wasteco, Inc., will give the initial plant operation familiarization and training program for plant operation by State Highway personnel. When necessary, Wasteco will provide further familiarization or refresher courses during the monitoring inspection period.

It is intended that designated Highway personnel be trained to perform most routine sampling work and maintain consolidated monthly cost records of system operations.

Samples collected from system operations can be tested and analyzed by appropriate state agencies.

Observations and adjustments of plant operations, together with certain detailed periodic inspections, can be evaluated by certain designated Highway personnel with assistance from Wasteco.

Liaison will be maintained with the State Board of Health and the Department of Environmental Quality to keep them informed of project progress in order to ensure that system operations comply with all agency requirements and pertinent laws.

A preliminary report will be submitted concerning the first year of system operations. Three months following completion of the project inspection and test monitoring, a final report will be submitted which will give evaluation for the total scope of system operations.

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SEP 27 1972
FOR FILING

7883

September 26, 1972

Wasteco, Inc.
20675 S. W. 105th
Tualatin, OR 97062

Attention Mr. Arthur J. Arellano

Gentlemen:

Sewage Disposal System
Manzanita Safety Rest Area
Pacific Highway (I-5)
Josephine County
Bridge No. 9114A

We have received approval from the Federal Highway Administration to proceed with the Wasteco system for sewage disposal at the subject site as an experimental project. We will, however, not include equipment or additional capacity to incinerate garbage can waste.

An application for a permit has been filed with the Department of Environmental Quality, but has not been processed to date by them. They have been contacted and have advised us that it will be processed in the next two weeks.

The expansion project is tentatively scheduled for the first quarter of 1974; however, we plan to install the disposal system in the near future and have it in operation prior to expanding the facilities. We will be in contact with you regarding planning and installation of the system after receipt of Department of Environmental Quality approval and programming of funds by the Federal Highway Administration.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
E. S. Hunter
Frank Hall
Roy Olson
D. O. Christensen

DOC:dh ja

WASTECO, INC.

20675 S.W. 105th / Tualatin, Oregon 97062 / Phone 638-6851

Sept. 6, 1972

State Highway Department
Oregon State Highway Bldg.
Salem, Oregon 97310

Attention: A. E. Johnson
Asst. Highway Engineer

Subject: Manzanita Recreation Area
Job No. B-1100

Dear Mr. Johnson:

As you know, we have been working with our State in proposing a waste treatment and disposal system for the above subject job.

We are deeply interested and anxious to reach a conclusion on this job. However, because of the time that has lasped since we started work on this project (over one year) we are obligated to seriously review our pricing structure.

It is with this in mind, that we must advise you that unless a purchase order for this job is in our hands no later than September 20, 1972, WASTECO, INC. will subject this job for cost review and any and all labor and material increases will be reflected on a new quotation to be issued at that time.

If you have any questions or if we can be of any assistance at this time, by all means let me know and I will give it our immediate attention.

Sincerely,
WASTECO, INC.

RECEIVED
SEP 7 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Arthur J. Arellano

pl
cc: Roy Burden
Job #B-1100

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SEP 11 1972
FOR FILING

7883

C 5

September 8, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

597

Dear Sir:

Sewage Disposal System
Manzanita Safety Rest Area
Pacific Highway (I-5)
Josephine County
Bridge No. 9114A
Your File 10-35-FA

In answer to your letter of August 9 concerning the subject project, we intend to proceed with the use of the Wasteco system for sewage disposal.

We have re-evaluated our proposal to incinerate garbage can waste with this system and have decided not to include it in this project.

Requirements of PPM 20-6,3 for Category 2 experimental projects will be complied with.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Lloyd Shaw (enc.)
E. S. Hunter
Walt Hart
R. N. Bothman "
L. H. Young "
Frank Hall "
Vern Skoog "
Roy Olson "
D. O. Christensen
R. F. Knapp "

DOC:dh ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: August 9, 1972

In reply refer to: 10-35-FA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(-)
Manzanita Safety Rest Area
Use of Wasteco Sewage Disposal System

We have reviewed the report of the comparison of the various types of sewage disposal systems for the Manzanita Safety Rest Area and concur in your opinion that the use of the Wasteco should be explored further.

We are therefore prepared to approve Federal participation in the construction of a Wasteco system at the Manzanita Safety Rest Area as a Category 2 experimental project. This will not, however, include the additional capacity needed to incinerate the garbage can wastes. This is considered a maintenance cost and must be borne by the State if it is included in the project.

This experimental project must also comply with all the requirements of PPM 20-6.3.

8-10-72

RECEIVED
AUG 11 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
W. J. HART

RECEIVED
AUG 11 1972
DIVISION

RECEIVED
AUG 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

L. L. ACE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

SEP 5 - 1972

FILING

OREGON STATE HIGHWAY DIVISION

7883

RECEIVED
AUG 25 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 25, 1972

Mr. Larry Williams
Executive Director
Oregon Environmental Council
2637 S. W. Water Avenue
Portland, OR 97201

Dear Mr. Williams:

Enclosed for your information are negative delcarations for the following projects:

Bully Cr. (Greenfield Rd.) Br. Section
FAS 23-107, Malheur Co.

Manzanita Safety Rest Area
Pacific Hwy., I-5, Josephine Co.

Squaw Cr. Canal Bridge Section
FAS 853, Deschutes Co.

Modoc Point RR X'ing
Modoc Point Hwy., Klamath County

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Donald R. Byard
Environmental Director

Enc.

bc Tom Edwards
F. B. Klaboe
R. L. Schroeder
G. A. Potter

NOTED
R. L. SCHROEDER

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

7883

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 17, 1972

Mr. G. L. Green
Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

Re: Negative Declaration
Manzanita Safety Rest Area
Pacific Highway, I-5
Josephine County

This negative declaration is preceding our location and design approval for the subject project.

LOCATION AND DESCRIPTION OF PROJECT The Manzanita Safety Rest Area is located in Josephine County, five miles north of Grants Pass on Pacific Highway, I-5. It lies 16.8 miles north from the Valley of The Rogue State Park and 19.2 miles south from the Cow Creek Safety Rest Area. There are rest area facilities for both the northbound and southbound traffic.

The project will involve the construction of a water supply system, additional toilet buildings, trailer sanitary stations, irrigation system, electrical supply for buildings and parking area illumination, and a sewage disposal system.

The parking areas and the entrance and exit ramps are under construction in conjunction with the grading and paving contract for the Jumpoff Joe Creek-Grants Pass Section. An additional well was drilled under this same contract--assuring a water supply sufficient in both quantity and quality to support the proposed expansion.

PURPOSE OF PROJECT The expansion of this safety rest area will meet the future needs of motorists utilizing I-5 as projected to 1985. Services provided contribute to the health and well-being of the traveling public. Driver fatigue is responsible for many serious vehicular accidents.

DISCUSSION OF ENVIRONMENTAL IMPACTS

Very little native vegetation will be disturbed and appropriate supplemental landscaping will be carried out to develop pleasant surroundings in the rest area. The major environmental impact will be the disposal of the sewage.

It was originally intended to expand the present sewage disposal system which consists of the conventional septic tank and drain field. Local sanitary authorities have advised the Highway Division that the present system would not serve even if expansion of the rest area were not done. The area consists of a yellow clay subsoil overlain with 18 to 24 inches of red, sticky, tight soil; there is evidence of underground springs which preclude the use of drain fields for reasons of possible contamination. The Josephine County Board of Health with the Highway Division personnel made a field inspection of the area at which time the Josephine County Board of Health indicated that they would not permit septic tanks and drain fields to be used as a means of sewage disposal in this rest area.

The lagoon, extended aeration, and Bio-disc systems were all considered as alternatives to the septic tank/drain field method. These three systems also require either a drain field of adequate size (which is not permitted) or a receiving stream having sufficient flow to handle the effluent. The only stream in the area is Louse Creek which is seasonal and, therefore, does not have the minimum year-round flows required by the State Department of Environmental Quality. The possibility of utilizing the sewage treatment facilities of Grants Pass was pursued, and it was determined that their plant did not have the capacity for handling the volume of effluent anticipaged from the rest area.

Since conventional methods of sewage disposal were found to be neither feasible nor practical, the Wasteco system was studied in depth and is proposed for this rest area as an experimental project. It is to be located in the southbound unit--the exact site to be determined at time of design; no additional area will be required as there will be no need to provide for drain fields as in the other systems. There will be no interference with people-oriented activities associated with rest areas.

The Wasteco system is unique in that it will provide for recirculation of 75 percent of the treated effluent with the remaining 25 percent being disposed of through irrigation of those areas not

accessible to people (these areas will be fenced to discourage use). The effluent from this system will undergo an advanced state of treatment and will be of higher quality than that from conventional methods. The advantage is in the smaller volume of effluent and its relative purity. The solids, a problem in conventional systems, will be disposed of by incineration to be completely reduced to harmless ash.

This experimental project, if successful, will serve as a model for a possible remedy to alleviate similar problems in other similar areas where large volumes of effluent must be disposed of by discharging into a receiving stream or by drain fields.

The study of all of the alternatives for sewage disposal in this rest area was coordinated with the State Department of Environmental Quality, the State Board of Health, and the Josephine County Board of Health, and the Wasteco system meets with their approval.

BASIS FOR NEGATIVE DECLARATION There will be no additional property required for the project and the Wasteco system will solve the problems of effluent and sewage solid waste disposal. It will not be detrimental to the intended use of the rest area. All improvements will lie within the existing boundary of the rest area and will result in a direct benefit to the highway user.

The Oregon State Highway Division does endorse the statements made in this negative declaration, and your concurrence is respectfully requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED R.L. SCHROEDER
R. L. Schroeder
Assistant State Highway Engineer

WHT:dg

Endorsement to Oregon State Highway Division

Concur _____

Date _____

cc George M. Baldwin
Tom Edwards
F. B. Klaboe
R. E. Royer
V. D. Wolfe
L. H. Young
J. H. Versteeg

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7883

July 18, 1972

TO Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

FROM A. E. Johnson
Assistant State Highway Engineer

(591)

SUBJECT Sewage Disposal System
Manzanita Safety Rest Area
Pacific Highway (I-5)
Josephine County, Bridge 9114A

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Lloyd Shaw
E. S. Hunter
Walt Hart
R. N. Bothman
L. H. Young
Frank Hall
Vern Skoog
Roy Olson
W. H. Tebeau
D. O. Christensen
R. F. Knapp

Attached for your review and approval are two copies of a study on the sewage disposal at Manzanita Safety Rest Area. This report covers all systems evaluated for use at this site and recommends that the Wasteco system be employed.

It is requested that this system be approved as an Experimental Highway Category 2 project. The overall objective of this project will be to evaluate the Wasteco system in terms of how adequately it handles the sewage waste at this site and to determine what future use it, or various alternate forms, may have at other sites where we are having problems.

Upon receiving approval to use this system we will make necessary arrangements with Wasteco to enter into working agreements.

It is proposed that a slightly larger incinerator be provided along with a hydraulic ram so that garbage-can waste from the rest area may also be disposed of here rather than being trucked somewhere else. This feature will cost an additional $27,000 but will be offset by savings in trucking away wastes.

An environmental impact statement is being prepared at this time and is nearing finalization. This will be submitted to you when it is completed.

Attachments

DOC:dh ja

RECEIVED
JUL 13 1972
FOR FILING
7883

July 13, 1972

Mr. L. B. Day, Director
Department of Environmental Quality
1234 S. W. Morrison Street
Portland, OR 97205

Dear Sir:

Manzanita Safety Rest Area
Pacific Highway (I-5)
Josephine County
Bridge 9114A
Sewage Disposal System
Permit Application

Enclosed are three copies of our permit application and exhibits requesting approval to use the Wasteco System for the sewage treatment facility at the Manzanita Safety Rest Area.

As set forth on the application and within the exhibits, this system incinerates the solid waste and treats and filters the effluent to a quality suitable for recirculation to the toilets and urinals within the toilet buildings. The excess not utilized by recirculation will be wasted on nearby, fenced-off, State-owned land.

The exhibits included with the application are as follows:

1. Report - Sewage Disposal, Manzanita Safety Rest Area.

2. Wasteco Drawing No. C-1569, Rev. B.

3. Wasteco letter dated January 21, 1972 regarding chemicals used in system.

4. DEQ letter of March 13, 1972 by Mr. H. L. Sawyer.

5. Memo to files dated December 29, 1971 about field investigation at the subject site.

Thank you for your consideration of this matter. If you need more information, please let us know.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

Attachments

cc Mr. Thomas P. Lowe
Federal Highway Administration
Box 300
Salem, OR

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Lloyd Shaw
E. S. Hunter
Walter J. Hart
R. W. Bothman
F. L. Hall
Roy Olson
W. H. Tebeau
D. O. Christensen
R. F. Knapp

DOC:dh ja

Mail one (1) copy of this application plus three (3) copies of all exhibits to:

DEPARTMENT OF ENVIRONMENTAL QUALITY
1234 S. W. Morrison Street
Portland, Oregon 97205
Attention: Permit Program

APPLICATION TO THE DEPARTMENT OF ENVIRONMENTAL QUALITY

FOR A PERMIT

FOR A NEW OR MODIFIED WASTE DISPOSAL SYSTEM

A. REFERENCE INFORMATION

Oregon State Highway Division Official Name of Applicant (Owner)	Plant location if different from official address: Manzanita Safety Rest Area Pacific Highway (I-5) Josephine County
~~State Highway~~ Division Identification	
State Highway Building Address	
Salem, Oregon 97310 City, State, Zip Code	
F. B. Klaboe Responsible Official	R. N. Bothman Alternate Responsible Official (or Chief Plant Operator)
Deputy State Highway Engineer Title	Maintenance Engineer Title
State Highway Building, Salem, Oregon 97310 Address or Location	378-6516 Phone
State Highway Building Address or Location	378-6528 Phone
Name of Public Waters into which wastes will be discharged: None	

B. GENERAL DESCRIPTION

Briefly summarize the proposal for waste treatment and disposal.

It is proposed to use the Wasteco System at this site. The sewage from the facilities will be collected to the west side rest area where the Wasteco plant will separate solids and liquids. The solids will be incinerated and the liquids will be chemically treated and run through activated carbon filter units. The effluent will then be re-circulated to the toilets and urinals and the excess wasted by irrigation. It is further proposed that the incinerator be used to burn garbage can waste.

C. REQUIRED EXHIBIT

As EXHIBIT A, attach three (3) copies of a Preliminary Engineering Report which fully describes the proposed project using written discussion, maps, diagrams, and any other necessary materials. Specific items contained in the report should include but not necessarily be limited to the following:

1. A complete description of the proposal.
2. The location of the project.
3. Future expansion potential and plans.
4. Schedule for development (specific).
5. Quantity and quality of each waste stream.
6. Schematic diagrams of Industrial Processes.
7. Disposal method for Sanitary and Solid wastes.
8. Alternatives for treatment and control.
9. Size and Character of the proposed receiving stream.
10. Map showing location of project and all adjacent water courses.

I HEREBY CERTIFY THAT THE INFORMATION CONTAINED IN THIS APPLICATION IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

Signature of Owner (or legally authorized representative) ORIGINAL SIGNED BY A. E. JOHNSON

Title Asst. State Highway Engineer

Date July 13 1972

SEWAGE DISPOSAL

MANZANITA SAFETY REST AREA

The Manzanita Safety Rest Area is located on Pacific Highway, Interstate 5, 4 1/2 miles north of Grants Pass in Josephine County.

Existing facilities consist of a northbound and a southbound rest area with one toilet building each, served by septic tanks and drain fields.

This site is situated on a hillside which slopes to the west at a 4 to 6 percent slope. The ground consists of a yellow clay subsoil, overlain by 18 to 24 inches of red, sticky, tight soil. The area also has a considerable amount of underground springs which caused considerable trouble during the initial construction of the freeway through this area.

The present southbound disposal field has given trouble for over three years and we have had complaints from private land owners down the hill that sewage effluent is seeping down onto their property. This drain field was also broken into during part of the expansion work and had to be revised to keep it operating. It is presently on a temporary operation permit which is due to run out very shortly.

The northbound disposal field is of a built-up type which appears to be operating satisfactorily although there is some seepage around the edges. This field will be investigated thoroughly when it is removed to determine how well it has functioned. This type of design is new, and we do not have enough experience with it at this time to know if it will work consistently.

This safety rest area has been approved for expansion and the grading portion of the work for the parking lots, entrances and exits, along with ducts under the roadways for future sewage and water lines is being done under Contract 7561, Jumpoff Joe Creek-Grants Pass Section.

The expansion will consist of adding one new toilet building and trailer dumping station at each site, expanding the water supply system and the construction of an entirely new sewage disposal system which will serve all toilet buildings and trailer dump stations.

As mentioned earlier, ground water springs in this area have been a problem. Springs were also encountered in the present construction of the roadways serving the rest area entailing considerable extra work to provide a good road bed.

The first course of action in determining the type of sewage disposal facility to use at this site was to determine the anticipated sewage flow. This was determined to be approximately 29,410 gallons per day and

was arrived at by using three different methods and then adding 25% for the trailer dumping stations and 25% for future load contingencies thereby bringing it up to 45,000 gallons per day. A copy of these calculations is attached for your information and review.

The next step was to make a site investigation to determine what sewage disposal processes can or cannot be used at this site.

In December, 1971, a site investigation was conducted to determine if suitable state-owned land in the area was available to use for a disposal field. It was determined from this investigation that a suitable disposal field site was not available. A copy of the memo to the file about this site investigation is attached. As a result of this investigation and the past problems we have experienced with the present septic tank-drain field system (we are presently on a temporary DEQ permit to operate with this system), we have determined that this type of system should be dropped from further consideration.

In February, 1972, an inquiry was made to DEQ regarding limitations of dumping any effluent into Louse Creek. The answer to this inquiry was that it would not be allowed from May 1 to November 1 and that it would be doubtful if it would be permitted during the remainder of the year. From this answer it was decided that the wasting of any effluent would have to be on state property. DEQ's letter indicated that irrigation was an acceptable method of wasting effluent from either the Wasteco plant or a lagoon. This could be further interpreted that any effluent of equal quality to Wasteco or lagoon effluent could be wasted by irrigation. It should again be pointed out here that soil conditions are very poor at this site for percolation and that a large number of springs exist. For this reason it is felt that we can not tolerate the wasting of 100% of waste effluent out onto the ground. A copy of DEQ's reply, mentioned above, is attached for your information.

Further, consideration must be given to the quality of the effluent coming out of the disposal plant. First of all, to reduce the amount of liquid to be wasted by irrigation we propose to recirculate the processed waste water back to the toilets and urinals. This requires that the effluent be of highest purity and not have any objectionable odor. Secondly, after reviewing FHWA Memorandum EN-31 dated May 4, 1972, and FHWA Staff Report No. 72R-106S-1, Water Supply and Waste Disposal Series, Vol. 1, "Terminology Standardization and Microbiology", November, 1971, we feel that we have to be very careful as to the quality of the effluent we would be wasting in the irrigation process due to long life and difficulty in killing many viruses.

The next step in this study was to investigate various methods of handling the sewage and to determine their cost and applicability to the problems and conditions that exist at this site. The following systems were investigated and are presented as follows:

I. Pump Sewage to Grants Pass

This proposal was to pump all sewage to the City of Grants Pass and to utilize their treatment facilities. We requested our Regional office to contact the City of Grants Pass and find out if they could and would accept and treat our sewage waste.

Region 3 contacted the City of Grants Pass and was informed that they could not serve us at the present and would not be able to until at least March of 1974, at which time they hope to have their new sewage treatment facility in operation.

Region 3 also contacted the County and was informed that "Stevens, Thompson and Runyun", consultants in Portland, were doing a broad gage study for both Josephine and Jackson Counties and that one part of this would serve the Louse Creek drainage area. As stated, this is only a broad gage study and according to the consultant, it would be a minimum of five years before any of this system would be constructed.

As a result of our findings and our immediate need at this site, this system is not feasible.

For comparative purposes the estimated cost of this system is as follows:

Installation Cost

41,500 ft. of Sewer Line @ $3.50 ---	$145,000
Pumping Stations, 4 @ $8,000--------	32,000
	$177,000

Operation Costs

Electricity ----------	$ 200
Miscellaneous Repairs----------	100
Labor ----------	400
City Disposal Fee ----------	3,500
	$ 4,200
Annual Cost @ 5% ----------	$ 13,850

II. Lagoon System

A lagoon system at this location would require that the ponds be benched into the hillside and that additional land be purchased on which to construct them. As mentioned before this area has many springs and it would be very difficult to prevent infiltration and exfiltration from the ponds, an item

we are already fighting with our drain fields. This system would require wasting 100% of the waste effluent.

We also understand that a residential development is contemplated adjacent to the southbound rest area and that if this materializes, a sewage lagoon system this close would be at least objectionable if not allowed.

Smell associated with a lagoon system, while not objectionable to some people, would be to others and could create public relation problems.

For the above reasons this system is not acceptable.

For comparative purposes the estimated cost of this system is as follows:

Installation Costs

Lagoons	$ 30,000
Extra Land	20,000
Mechanical Aerator	5,000
Pumping Station	4,000
Waste Irrigation	6,000
	$ 65,000

Operation Costs

Power Costs, Chlorine, Sludge Removal, Miscellaneous Repairs	$ 300
Labor - 274 hrs. ($5)	1,370
	$ 1,670/yr.
Annual Cost @ 5%	$ 4,920

III. Extended Aeration Treatment Plant

This system involving a package treatment plant would require wasting 100% of the effluent and hauling off or incinerating the solid waste accumulation.

The quality of effluent from this system would not be suitable for recirculation. Due to the ground and water conditions at this site, as mentioned previously, this is not an acceptable solution.

For comparative purposes the estimated cost of this system is as follows:

Installation Costs

Treatment Plant ----------	$ 55,000
Pumping Station ----------	5,000
25,000 gal. holding tank --------	18,000
Waste Irrigation System ---------	8,000
	$ 86,000

Operation Costs

Power costs, Chlorine and Miscellaneous Repairs ----------	$ 255
Labor - 424 hrs. ($5) ----------	2,120
	$ 2,375
Annual Cost @ 5% ----------	$ 7,100

IV. Bio-Disc System

This is a biological-type treatment system which would require wasting 100% of the effluent and having a sanitary service company pump the tanks yearly.

Investigation was conducted into the feasibility of recirculating the effluent from this system. In talking to DEQ by telephone we found that the effluent from this system would not be suitable for recirculation and they also referred us to OSU who had done some research into this unit. OSU personnel also indicated it would not be suitable for recirculation and that if it were allowed to sit in a toilet for an extended period it would start to smell.

Due to the conditions existing at this site as previously discussed, this is not judged to be an applicable system.

For comparative purposes the estimated cost of this system is as follows:

Installation Costs

Bio-Disc Equipment ----------	$113,500
Buildings ----------	20,000
Pumping Station ----------	5,000
Waste Irrigation System ----------	8,000
	$146,500

Operation Costs

Power Costs, Chlorine, Pump tanks and miscellaneous Repairs ----------	$ 505
Labor - 424 hrs. ($5) ----------	2,120
	$ 2,625/yr.
Annual Cost @5% ----------	$ 10,730

V. Wasteco System

This system provides for recirculation of treated effluent with approximately 25% wasted on peak days by irrigation. The solids in this system are incinerated. The processed effluent is of a high quality - reportedly drinkable.

The Department of Environmental Quality has tentatively indicated that the effluent from this system is suitable for recirculation and wasting by irrigation.

A preliminary schematic drawing for this system is enclosed.

This system, because of the nature of the components, has a capacity of 50,000 gpd. The costs involved in this system, which includes the Wasteco equipment, a building to enclose this system, recirculation equipment (does not include piping or fixtures within building) and waste irrigation system are:

Installation Costs

Wasteco Equipment ----------	$110,000
Buildings ----------	15,000
Waste Irrigation System ----------	6,000
	$131,000

Operation Costs

Fuel, chemicals, activated carbon and miscellaneous repairs --------	$ 5,082
Labor, 480 hrs. ($5) ----------	2,400
	$ 7,482/yr.
Annual Cost @ 5% ----------	$ 14,370

This type of system with machinery would require trained personnel familiar with the equipment and its operation to maintain it.

Based on the above study, we recommend that the Wasteco system be employed at this site.

Form E-136—10M

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet 1 of 3

Bridge MANZANITA S.R.A. County Josephine

Calculations by R.F. Knapp Date 5/15/72 Bridge No.

SP 07745-734

DETERMINATIONS FOR PEAK DAY SEWAGE FLOW

Req'd:

By three methods, make a comparative determination for sewage flow in the rest area during summer season peak-day conditions.

The three required methods of determination are as follows:

METHOD "A" (Average Use Flow Factor)

METHOD "B" (Fixture Use Flow Capacity)

METHOD "C" (Typical Rest Area Measured Water Use)

Form E-126—1038

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet 2.1

Bridge MANZANITA S.R.A. County Josephine

Calculations by R.F. Knapp Date 5/15/72 Bridge No.

SP 97748-734

Given:

Data is supplied from the following sources:

(a) Landscape Section "Design Guide" for Manzanita Safety Rest Area, dated May 17, 1972.

(b) Estimated waste fixture flow capacities as follows:

	Minimum Flow
1. Water Closets	4 Gal./use
2. Urinals	½ Gal./use
3. Lavatories	¼ Gal./use

(C) Measured summer season peak daily flow at Wilsonville Safety Rest Area

Form E-136—10M

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet 3.0

Bridge MANZANITA S.R.A. County Josephine

Calculations by R.F. Knapp Date 5/15/72 Bridge No.

SP 4774-724

Use Factor Criteria

Daily Hour Use:

It is assumed that summer season peak-hour flow conditions occur for 8 hours daily and that one half (½) peak flow conditions occur for the remaining 16 hours. The cyclic pattern, for peak-hour use conditions, is assumed as follows:

6:00 am – 7:30 am	=	1½ hrs
11:00 am – 1:00 pm	=	2 hrs
4:30 pm – 9:00 pm	=	4½ hrs
		8 hrs

Fixture Use Load:

Mens Facilities

Water Closets – 25% use
Urinals – 75% use
Lavatories – 85% use

Womens Facilities

Water Closets – 100% use
Lavatories – 90% use

Form E-126—10M

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet 4

Bridge MANZANITA S.R.A. County Josephine

Calculations by R.F. Knapp Date 5/15/72 Bridge No.

SP 67748-734

METHOD "A" (Average Use Flow Factor)

Data:

1. "Design Guide" peak use of rest area facilities – 326 persons per hour for each rest area unit.
2. Average water use flow factor has been found to be approximately 2.7 gallons per person using the facilities. This was determined by Iowa state water use studies for roadside rest areas.
3. Estimated that 97% of the water is in the sewage waste; 3% wasted at fountains and hydrants

Computations:

Peak-hour water use = (652 persons/hr)(2.7 gal/person)

= 1,750 gals/hr

Peak-day water use = (8 hrs)(1750 g/hr) + (16 hrs)(1750/2 g/hr)

= 28,006 gal./day

Peak-day sewage flow = (28,006 g/day)(0.97) = 27,165 g/day

Form E-136—10M

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet 5.

Bridge MANZANITA S.R.A. County Josephine

Calculations by R.F. Knapp Date 5/15/72 Bridge No.

SP-61746-734

METHOD "B" (Fixture Use Flow Capacity)

Data:

1. "Design Guide" peak use of rest area facilities - 326 persons per hour per each rest area unit.
2. Waste fixture flow capacity - refer to sheet #2.
3. Waste fixture use load - refer to sheet #3

Computations:

Peak-hour water use:

Men's Facilities —

Water Flow = [326 pers./hr][(4 gal)(25%) + (4 gal)(75%) + (4 gal)(5%)]

= [326 pers/hr][1.0 gal + 0.375 gal. + 0.213 gal]

= [326][1.588 gals] = 517.6 gal/hr.

Women's Facilities —

Water Flow = [326 pers./hr][(4 gal.)(100%) + (4 gal)(50%)]

= [326 pers/hr][4 gal + 0.225 gal]

Form E-436—10M

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet B-

Bridge MANZANITA S.R.A. County Josephine

Calculations by R. F. Knapp Date 5/15/72 Bridge No.

SP 917746-734

METHOD "B" (Continued)

Women's Facilities —

Water Flow = [326 pers./hr][4.225 gal/pers.]

= 1377.4 gal/hr

Peak-day water use = (8 hrs)(1895 g/hr) + (16 hrs)(1895 g/hr / 2)

= 30,320 gal/day

Peak-day Sewage Flow = (30,320 gal/day)(0.97)

= 29,410 gal/day

Form E-136—10M

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet 7 of

Bridge MANZANITA S.R.A. County Josephine

Calculations by R.F. Knapp Date 5/15/72 Bridge No.

SP 07746-734

METHOD "C" (Typical Rest Area Measured Water Use)

Data:

1. Measured summer season peak daily water flow at Wilsonville S.R.A. shows a peak of approximately 6200 gallons per day per each toilet building.

It is reported that filled parking areas restricts full use of the facilities, therefore it is assumed that the facilities are used to approximately 90% of capacity on peak days.

Computations:

Peak-day water use = (6,200 Gal/bldg)(4 bldgs)(6.1/90)

≅ 27,555 Gal./day

Peak-day Sewage Flow = (27,555)(0.97)

≅ 26,728 Gal/day

Form E-136—10M

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet Summary

Bridge MANZAITA S.R.A. County Josephine

Calculations by R. F. Knapp Date 5/15/72 Bridge No.

SP*67746-734

SUMMARY FOR PEAK DAY SEWAGE FLOW

Four Toilet Bldgs:

Method "A" 27,165 gpd

Method "B" 29,410 gpd

Method "C" 26,728 gpd

"Added Equivalent" Sewage Flows: (Assumed)

Two trailer dumping stations - add 25%

Future load contingiencies - add 25%

RECOMMENDATION

Design capacity of sewage disposal plant should meet peak flow conditions of Method "B" plus 50% "added equivalent" flow.

Total capacity = (29,410 gpd)(1.5) = 44,115 gpd

DEPARTMENT OF ENVIRONMENTAL QUALITY

TERMINAL SALES BLDG. • 1234 S.W. MORRISON ST. • PORTLAND, OREGON 97205

TOM McCALL
GOVERNOR

L. B. DAY
Director

ENVIRONMENTAL QUALITY COMMISSION
B. A. McPHILLIPS
Chairman, McMinnville
EDWARD C. HARMS, JR.
Springfield
STORRS S. WATERMAN
Portland
GEORGE A. McMATH
Portland
ARNOLD M. COGAN
Portland

March 13, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: S - Josephine County
Manzanita Rest Area

Attention: Mr. L. L. Wallace
Bridge Design Engineer

Gentlemen:

We have received and reviewed your letter of February 4, 1972, regarding sewerage and sewage treatment for the Manzanita Safety Rest Area in Josephine County.

Your request concerns the use of Louse Creek, a seasonal stream, as a sewage effluent receiving stream. Two alternate treatment systems have been proposed.

1. A sewage lagoon with year-round discharge to Louse Creek; and

2. A physical-chemical treatment system with waste water recycle for sanitary use and limited effluent irrigation.

In answer to your specific questions, the physical-chemical system, as proposed, is acceptable as long as no effluent, or excess treated water, is discharged to Louse Creek during the period May 1 to November 1.

The lagoon alternative is likewise an acceptable approach; but certain provisions must be included:

A. No effluent may be discharged to Louse Creek from May 1 to November 1.

NOTED
ROY OLSON

NOTED
D. O. Christensen

RECEIVED
MAR 14 1972
BRIDGE DIVISION

TELEPHONE: (503) 229-5696

B. The wintertime characteristics of Louse Creek have not been precisely determined as of this writing; however, it is probable that lagoon effluent may not be discharged even during the winter. In that event, summer irrigation and winter storage may be the most practical alternative if a lagoon system is selected.

Enclosed are waste discharge permit application forms which should be completed and returned as soon as possible. In addition, final plans and specifications are required to be submitted to the Department of Environmental Quality for review and approval prior to construction. We look forward to working with you on these matters. If we can be of further assistance to you, do not hesitate to contact us.

Very truly yours,

Harold L. Sawyer

Harold L. Sawyer, Director
Water Quality Division

PDC:ch

Enc.

cc: Josephine County Health Dept.
cc: James R. Sheetz

RECEIVED
MAR 14 1972
BRIDGE DIVISION

WASTECO, INC.
20675 S.W. 105th / Tualatin, Oregon 97062 / Phone 638-6851

MANZANITA S.R.A

January 21, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Ref. #B-1144

Attention: George M. Baldwin
Administrator of Highways

Subject: Manzanita Safety Rest Area

Dear Mr. Baldwin:

This is in answer to your letter dated January 12 regarding the above subject job.

The chemicals proposed to be used in this project are as follows: alum, polyelectrolyte, "roccal", chlorine. The breakdown on these chemicals is as follows:

Chemical	Dosage	Function	End Disposal
Alum	100 lbs/day	Primary flocculation	Stays with sludge formed by flocculation, is filtered out and incinerated to form an inert solid ash.
Polyelectrolyte	5 lbs/day	Secondary flocculation	
"Roccal"	3 lbs/day	Detergent neutralizer	Stays in solution - biodegradeable
Chlorine	1 3/4 gals/day	disinfection	stays in solution

The quality of the effluent to be discharged from this facility would be of a quality high enough to be used for sprinkling, irrigation, etc. The solids would be completely eliminated by the filtering and the incineration process that we have indicated for this facility.

NOTED
ROY OLSON

We have estimated that there would be approximately 5-6000 gallons per day of effluent discharge which would occur under maximum usage during peak periods. We feel this will be experienced only on rare occasions because of the plant capacity of 60,000 gallons per day, and the re-circulation for re-cycling the water into the urinals and the water closets. However, since this occurs only under maximum usage at peak periods, our information leads us to conclude that this type of discharge would be rare and only occurring during the summer months and would not only be limited but processed and clean enough to not cause any type of problems.

I hope this will answer the questions you had on this correspondence. If you have any additional questions at this time, by all means let us hear from you - it will receive our immediate attention.

At this point would you be good enough to give us an indication of when you feel this order will be released for processing. We are looking forward to working on this project and would appreciate any pre-information you have at this time so that we may take this into account in projecting our engineering requirements for the coming months.

Thank you very much for your interest - we will look forward to receiving your order.

Sincerely,

Arthur J. Arellano

cc Frank Hall
Roy E. Olson

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 29, 1971

To:

SUBJECT: Manzanita Safety Rest Area
I-5 Josephine County
Field Investigation for
Sewage Disposal Facilities

Memo to the Files

[illegible] two representatives [illegible] arriving but we tol[illegible] unsuccessful. [illegible]

Marion Craft and I made a field investigation on December 13 of the rest area to evaluate the feasibility of other sewage disposal methods proposed in lieu of the "Wasteco" sewage disposal method that has been under consideration.

Since streams contiguous to the locality might be a consideration in the sewage disposal problems, we stopped and inspected both Harris Creek and Louse Creek prior to arriving at the rest area. At the time Harris Creek was estimated to have a flow of less than one cubic foot per second and Louse Creek to have an estimated flow between 25 to 40 cubic feet per second. I'm told that the peak run-off of these streams is very fast and since we observed them several days after major storms had passed through, the estimated Louse Creek flow correlates closely with December mean flow recorded by old stream-flow records. Previous stream-flow records also show that Louse Creek summertime flow can fall below one cubic foot per second, but can have a January to March mean flow of over 100 cubic feet per second.

At 1 p.m. at the rest area we met Bill Brown, Resident Engineer for the present project work in the rest area, to explore for a suitable septic effluent disposal field site. State forces with a machine backhoe dug several test pits on state property approximately 500 to 700 feet northeasterly of the N.B.Unit. The best appearing and driest exploration sites were selected but test pit soil profile and conditions were considered totally unacceptable for a dug-in type disposal field.

During the test pit digging, two U.S. Department of Agriculture men were present who are in the process of compiling a soil map for the County. They stated that the soil profile revealed in the test pits coincided with their field data collected throughout that area for the new soil map. It was unanimously agreed that the 18-inch to 24-inch red, sticky and tight soil conditions overlying the yellow clay subsoil, presented hopeless conditions for a dug-in

[illegible]

type disposal field which, for proper operation, largely depends upon percolation through open aerated soil into the surrounding ground mass.

Back at the rest area N.B.Unit we met two representatives from the County Sanitarian's office, who were late in arriving but we told them the exploration for a dug-in type disposal field site was unsuccessful. We did, however, call to their attention the existance of the built-up type disposal field in the N.B.Unit which has continued in satisfactory operation ever since its construction over six years ago. This apparently was their first knowledge of this type and design detail. Incidentally, the S.B.Unit dug-in type disposal field, I'm told, started to show defective operation more than three years ago.

Summary and Conclusions

Dug-in type disposal fields cannot function properly at this site.

Built-up type disposal fields of proper design show excellent promise, but there is not enough substantial experience and supporting information to make a positive evaluation for this type of area.

The problem of discharging outfall effluent from sewage treatment processes into contiguous streams of the area faces some restrictions established by the Department of Environmental Quality: First, discharge of septic tank effluent into any stream is now forbidden. Second, the type and content of any processed sewage effluent shall be first approved by DEQ before discharge into any stream. Third, the outfall discharge of processed sewage effluent shall be discharged into a stream with a 20:1 dilution factor.

Properly designed sewage lagoons in proper operating condition, together with polishing ponds and chlorine contact ponds, will meet sewage effluent outfall quality requirements of D.E.Q. But at this site the full summer season system flow will have to be held until wintertime stream flood flow before unloading the lagoon system. During most summers there would be considerable evaporation, but with a wet summer and no net evaporative losses, it might be necessary to unload four acre feet of fluid in the wintertime which could easily be done in Louse Creek but possibly with difficulty in Harris Creek.

So far no firm and concise plan has been established to take care of the waste liquid flow from the "Wasteco" system. The waste liquid flow is approximately 25% of total sewage system flow, which would require a holding pond with a capacity of 25% of that required for the lagoon system. The other

alternate for waste liquid disposal might possibly be a built-up type disposal field. The "Wasteco" system presents the same final waste fluid disposal problems as other systems, but on a smaller scale.

Recommendations

When the N.B.Unit built-up disposal field is abandoned, it should be opened up, inspected and evaluated by competent personnel as to its effectiveness. It seems important to determine if this is a useful development in disposal field design.

A definite commitment in writing should be obtained from D.E.Q. as to the permissible discharge of processed sewage into streams contiguous to the rest area.

Consideration should be given to a sewage lagoon system, but only after the design criteria have been approved by D.E.Q. for that area.

The costly "Wasteco" sewage processing system should not be installed unless the importance of experimental data and low waste liquid flow overrides various engineering and cost considerations. Also, for discharge into a watercourse, we should get direct approval from D.E.Q. on all chemicals and other materials to be discharged with the waste liquid.

Robert F. Knapp

RFK:dh

CONS-5
CODE CONS-14-5

U. S. DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE

INVENTORY & EVALUATION

* { INDIVIDUAL / GROUP / UNIT OF GOVERNMENT }

REQUESTED BY County Sanitarian LOCATION Merlin Rest Area, North of Grants Pass

ASSISTED BY Leo D. Clark, Dist. Conservationist DATE Dec. 13, 1971

SITUATION: We have rated this soil as poor for a septic tank filter field due to slow permeability rate. It has an undesirable amount of clay and/or cobbley content and has a seasonal high water table.

Brockman Series: The Brockman series consists of moderately well drained cobbley clay loam over dense clay soils formed in valley side alluvium from serpentine. They occur on smooth, nearly level to undulating, moderately sloping alluvial fans. The surface layer is a dark reddish brown cobbley clay loam, about 8 inches thick. The subsoil is dark red cobbley clay, about 12 in ches thick. The substratum is an olive brown cobbley clay about 40 inches thick. Depth to dense clay subsoil is 15 to 24 inches. This soil is moderately well drained. The permeability is very slow; the surface runoff is medium. The erosion hazard is moderate; total available water holding capacity is moderate.

SUGGESTED SOLUTION(S):

RECEIVED
DEC 29 1971
BRIDGE DIVISION

* Circle appropriate category.

HIGHWAY DIVISION

DESIGN GUIDE FOR INTERSTATE SAFETY REST AREAS

NAME OF REST AREA Manzanita (Expansion)

HIGHWAY Pacific M.P. 62.8 COUNTY Josephine DATE May 27, 1971

I Traffic Data

A = 20 year ADT

19 84 = 13,200 x 1.33 (Seasonal factor) = 17,556

B = Peak hour directional traffic = A 17,556 x K 0.135 x D 0.6 = 2,370

Where K = Ratio of design hourly volume to ADT (0.135)

D = Directional distribution of design hourly volume (0.6)

C = Vehicles stopping peak hour = B 2,370 x .06 = 142

Near Grants Pass - .06

The percentage of vehicles stopping in rest areas varies from about 5 percent to about 13 percent, depending upon location. For example,

1) Near commercial or recreational facilities, C = B x 0.05
2) Typical rural area, C = B x 0.09
3) In an isolated area, with no nearby commercial or recreational facilities, C = B x 0.13

II Parking Requirements

		Proposed S.B.	Proposed N.B.
M = Total parking spaces = C x 0.5 =	71	71	71
N = Car parking spaces = M x 0.75 =	54	55	55
O = Truck parking spaces = M - N =	17	16	16

II Comfort Facilities

P = Persons/hour using facilities = C x 2.25 = 326

The factor 2.25 is derived by multiplying the average vehicle occupancy (3.0) by the ratio of persons using comfort facilities (0.75)

Q = Number of persons using men's facility = P x 0.5 = 163

R = Number of persons using women's facility = P x 0.5 = 163

The required facilities may be determined by entering the value for persons/hour into the following table:

Existing Type "6"

Persons/hour using rest room during design hours (Q)	Number of facilities - men's room: Urinals	Toilets	Wash basins	Hand dryers: Paper towels	or Air dryers
0-105	2	2	2	2	2
105-225	3	3	4	3	4
225-315	4	4	5	4	6
315-375	5	4	5	4	7
375-435	7	4	5	5	7
435-500	9	5	7	5	8

Persons/hour using rest room during design hours (Q)	Number of facilities - women's room: Toilets	Wash basins	Hand dryers: Paper towels	or Air dryers
0-105	4	3	2	2
105-225	6	4	3	4
225-315	9	6	4	6
315-375	10	6	4	7
375-435	12	8	5	7
435-500	14	8	5	8

Use Type "8" For Expansion

APPROVED

LANDSCAPE ENGR.

IV Other Facilities

S = Picnic tables (includes shelters w/tables) = M x .4 = 28

(Factor of .3 to .5 may be used where local conditions so dictate)

T = Litter receptacles = M x .3 = 21

(Factor of .2 to .4 may be used where local conditions so dictate)

U = Drinking fountains = M x .1 = 7

WASTECO, INC.

20675 S.W. 105th / Tualatin, Oregon 97062 / Phone 638-6851

August 26, 1971

Department of Transportation
104 East Highway Building
Salem, Oregon 97310

Attention: Roy E. Olson
Landscape Engineer

Subject: Manzanita Safety Rest Area
Pacific Highway - Josephine County

Dear Mr. Olson:

To confirm our telephone conversation of Wednesday, August 25, the following is submitted for your approval. We wish to have it mutually understood that this is a budget proposal only, and subject to final confirmation by Wasteco, Inc. and will be inclusive of the following per our drawing B-1679.

Water Closets

a. chemical toilets (18 required)
b. 1 year's supply of chemicals

Pipe - 2" galvanized pipe and/or 4" PVC

Tanks - Six (6) tanks required plus holding tank

Pumps - Six (6) required - see drawing for location

Electrical Controls - for pumps only

Treatment Plant - Model Clear-flow 21S or equal

Incinerator - for chemical sludge only. One Wasteco Model ALCR-350 (see alternate)

Lavatories - Eight (8) required

Stall Urinals - Four (4) required

Excavation

a. tanks
b. Plumbing

NOTED
D. O. Christensen

Bonding and Permits

Estimated total for complete job - $145,000.

Wasteco, Inc. reserves the right to alter or substitute any of the above equipment if, in the opinion of Wasteco, Inc., these changes are conducive to better efficiency and/or less maintenance while achieving equal or better end results.

Alternates offered for your consideration as follows:

Alternate A

If it is desired to eliminate any effluent from the treatment of the wash basins and urinals, the following equipment would be utilized. The addition of:

a. Anaerobic filter
b. 1500 feet of 1" plastic pipe
c. Pump
d. Labor for piping and pump

The following equipment would be eliminated:

a. Holding Tank

Total price difference for this alternate, if exercised, add $14,250.

Alternate B

Add for utilizing a Wasteco Model ALCR-1000 incinerator to allow processing 750 pounds an hour of type 1 and 2 waste as well as the 350 pound capacity allotted for the chemical waste. Total add of this alternate if exercised - $22,000.

Alternate C

Alternate for utilizing a hydraulic ram in conjunction with the ALCR-1000, add $5,000.

The above alternates are submitted as information only and are not necessary to the basic satisfaction of the functioning of the equipment as basically proposed.

No allowance has been made for any landscaping, buildings, or provisions for dumping stations for the chemical toilets from recreational vehicles.

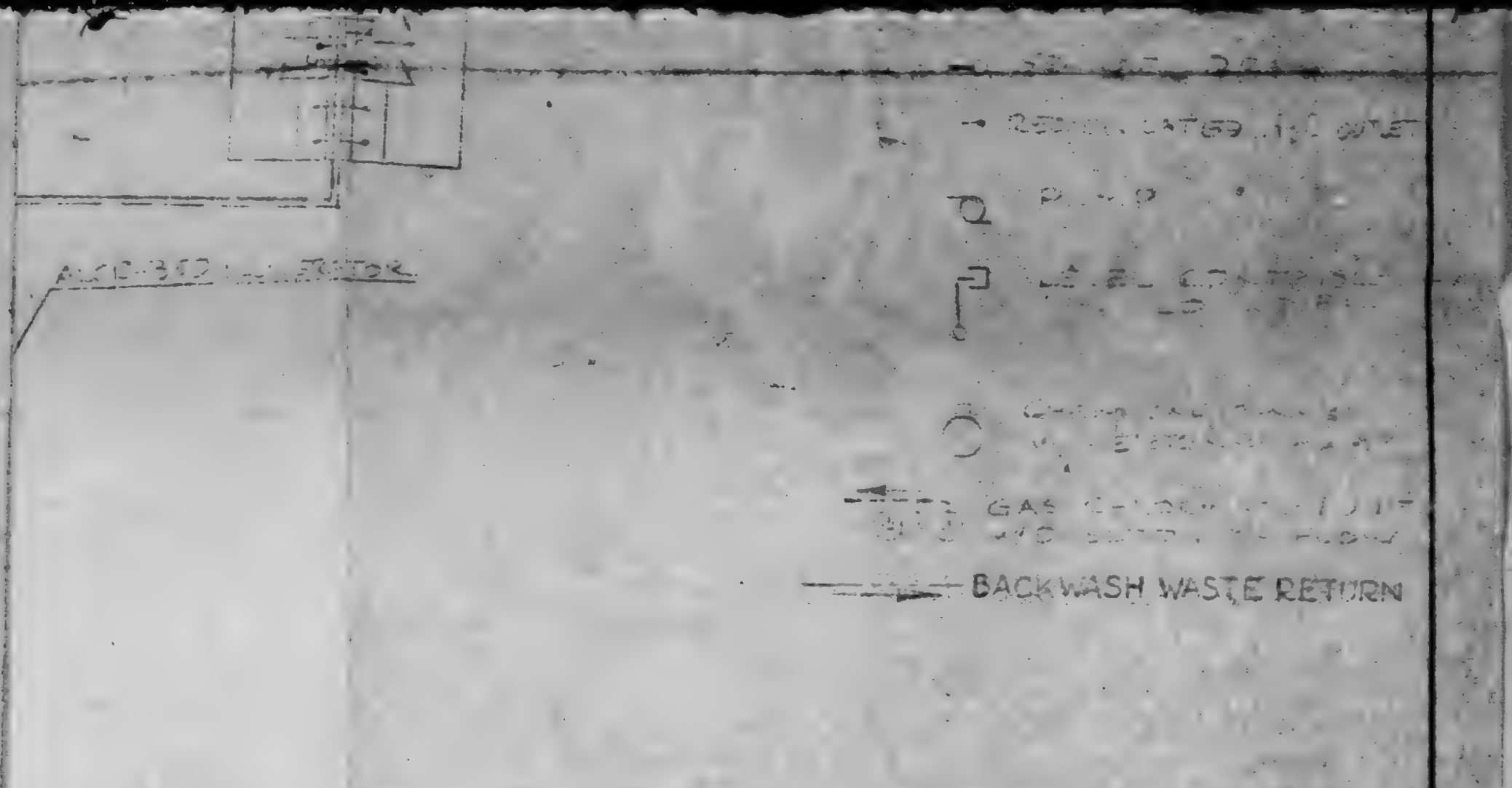
Please be assured that Wasteco, Inc. would warrant equipment to comply with all local, state and federal air quality control regulations.

If you have any questions or wish additional information, by all means let me know. It will receive our immediate attention. Thank you for the time and courtesies you have extended. We will look forward to receiving your purchase order so that we may enter it for our prompt and careful execution.

Sincerely,

Arthur J. Arellano

jb



TOLERANCES ON FINISH DIMENSIONS, UNLESS OTHERWISE SPECIFIED. DECIMAL ± .005 ANGULAR ± 1/4°

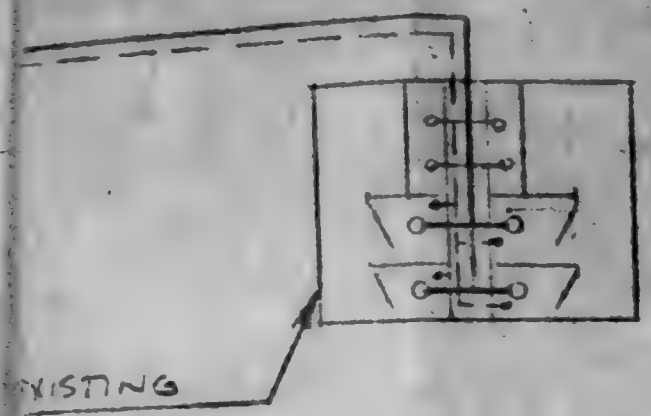
WASTECO, INC.

20675 S. W. 105th TUALATIN, OREGON 97062

COLLECTION, TREATING & RECIRCULATING WATER SYSTEM
MANZANITA SAFETY REST AREA
JOSEPHINE COUNTY

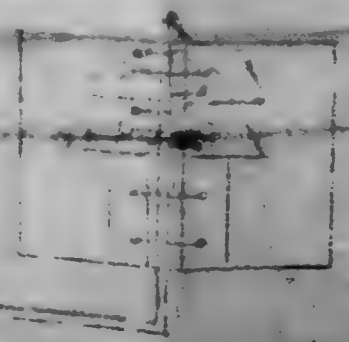
SCALE	DATE	DRAWN BY		REV.
NONE	9-17-71	HOAR	C-1569	B

A	AUGER - GAS CHLORINATION UNITS, METAL SCREEN FILTER (2 NEW) SLUDGE CAKE BIN, SLUDGE RECYCLE SYSTEM - CHEM. FEED REGULATORS - PH PROBE REVISED - TO FINAL SURGE TANK TO CONTROL RATE OF INPUT - LOCATION FOR LOCAL CHEMICAL	
B	DELETED - CARBON REGENERATION REVISED - ALUM SLUDGES RETURNED TO 10,000 GAL. SURGE TANK INSTEAD OF SCREEN	3-15-72



XISTING
ACILITY
YPE 4

EXISTING
FACILITY
TYPE 4



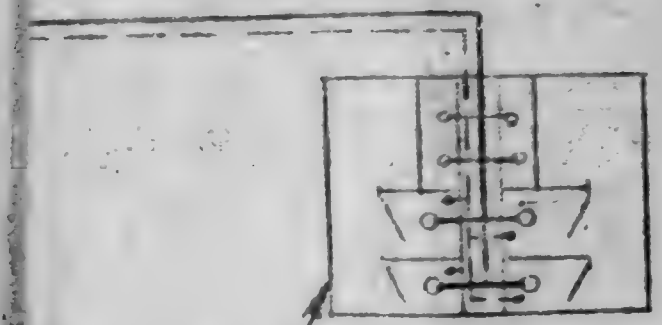
KEY

RECIRCULATING LINE

Q PUMP

C-1569

SYM	REVISIONS per D.E.Q	DATE
1A	DELETED - PARTIC FILTER & SHREDDER, UPFLOW SLUDGE THICKENER & CHLORINATION UNITS	10-20-71
	ADDED - GAS CHLORINATION UNITS, METAL SCREEN FILTER (2 REQ'D), SLUDGE COLL. BOX, SLUDGE TRANSFER SYSTEM - CARBON REGENERATOR - PH PROBE	
	REVISED - 10 M.G. SURGE TANK TO CONICAL BOTTOM - LOCATION OF UNIT LOCATION FOR RECALCAL CHEMICAL	
3	DELETED - CARBON REGENERATION	3-15-72
	REVISED - ALUM SLUDGES RETURNED TO 10,000 GAL. SURGE TANK INSTEAD OF SCREEN	



EXISTING
FACILITY
TYPE 4

KEY

RECIRCULATING LINE

SEWER OUTFALL LINE

SLUDGE
COLLECTION
BOX

SLUDGE
SYSTEM

METER

GAS CHLOR-
INATION UNITS

CLEAR-FLOW 1000 28
TREATMENT PLANT
TREATMENT CHEMICALS

SUMP
3000 GAL.

PUMP

PROPOSED
FACILITY
TYPE B

CULVERT
UNDER
HIGHWAY

NORTHBOUND PACIFIC HIGHWAY

PACIFIC HIGHWAY SOUTHBOUND

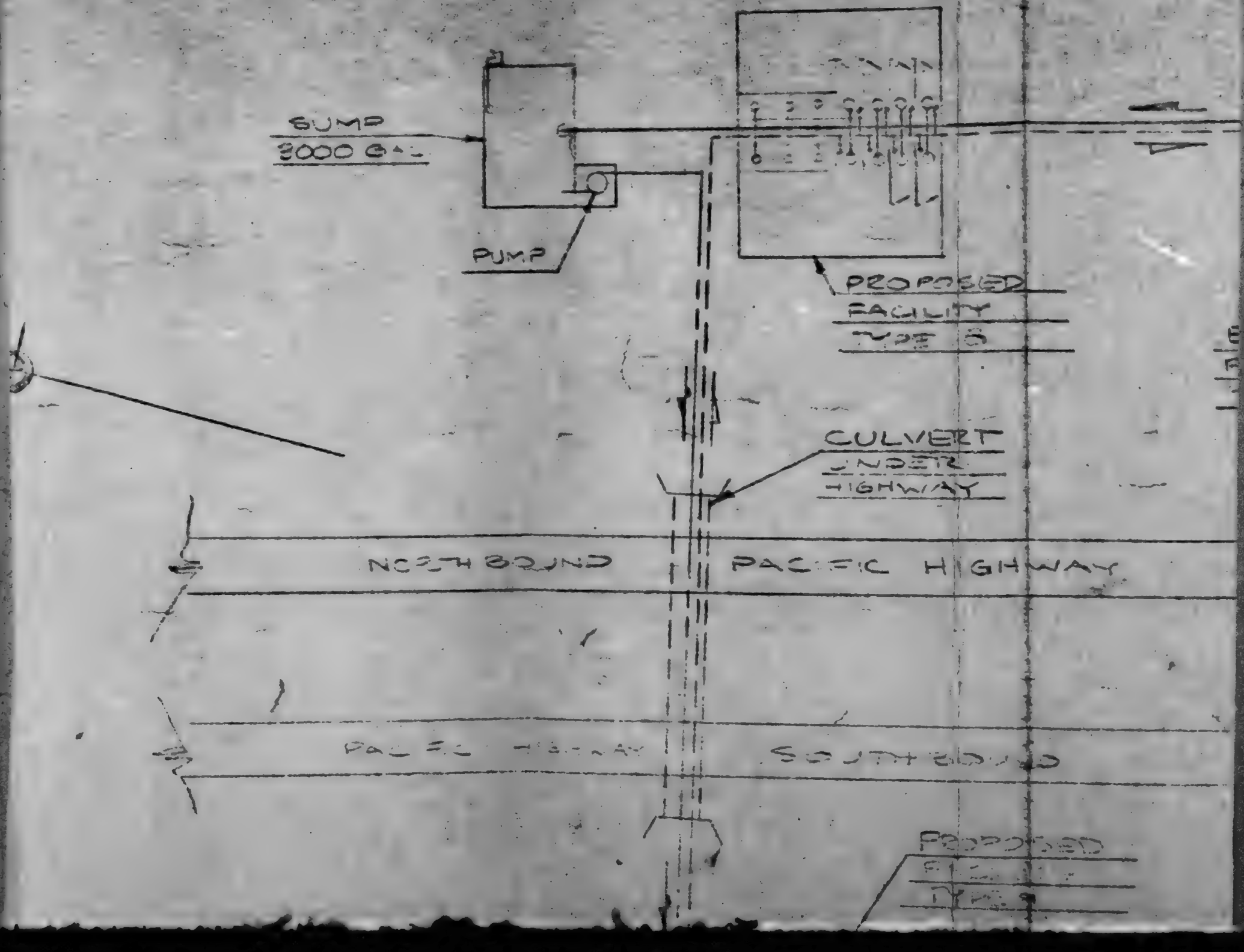
PROPOSED
FACILITY
TYPE B

SUMP
3000 GAL.

SLUDGE
COLLECTION
BOX

SLUDGE
PUMP
SYSTEM

MATTER TO WHICH WASTECO, INC. HAS PROPRIETARY RIGHTS AND IS NOT TO BE USED IN ANY WAY WITHOUT WRITTEN CONSENT OF WASTECO, INC.



HOLDING TANK
(RECIRCULATION)
15,000 GAL.

MAKE UP WATER

EXCESS
TO DISCHARGE
OR LAGOON
(APPROX 5000 GPD)

pH PROBE - TO
CONTROL CHEMICAL
NEUTRALIZATION

ACTIVATED CARBON
FILTER - 5 UNITS -
(4 IN USE, 1 RESERVE)

GAS CHLOR-
INATION UNITS

CLARIFL
TREATM
TREATME

CHARLES COUNTIES CO.

SUMP
3000 GAL.

PUMP

N

NORTHBOUND

PACIFIC H

PACIFIC HIGHWAY

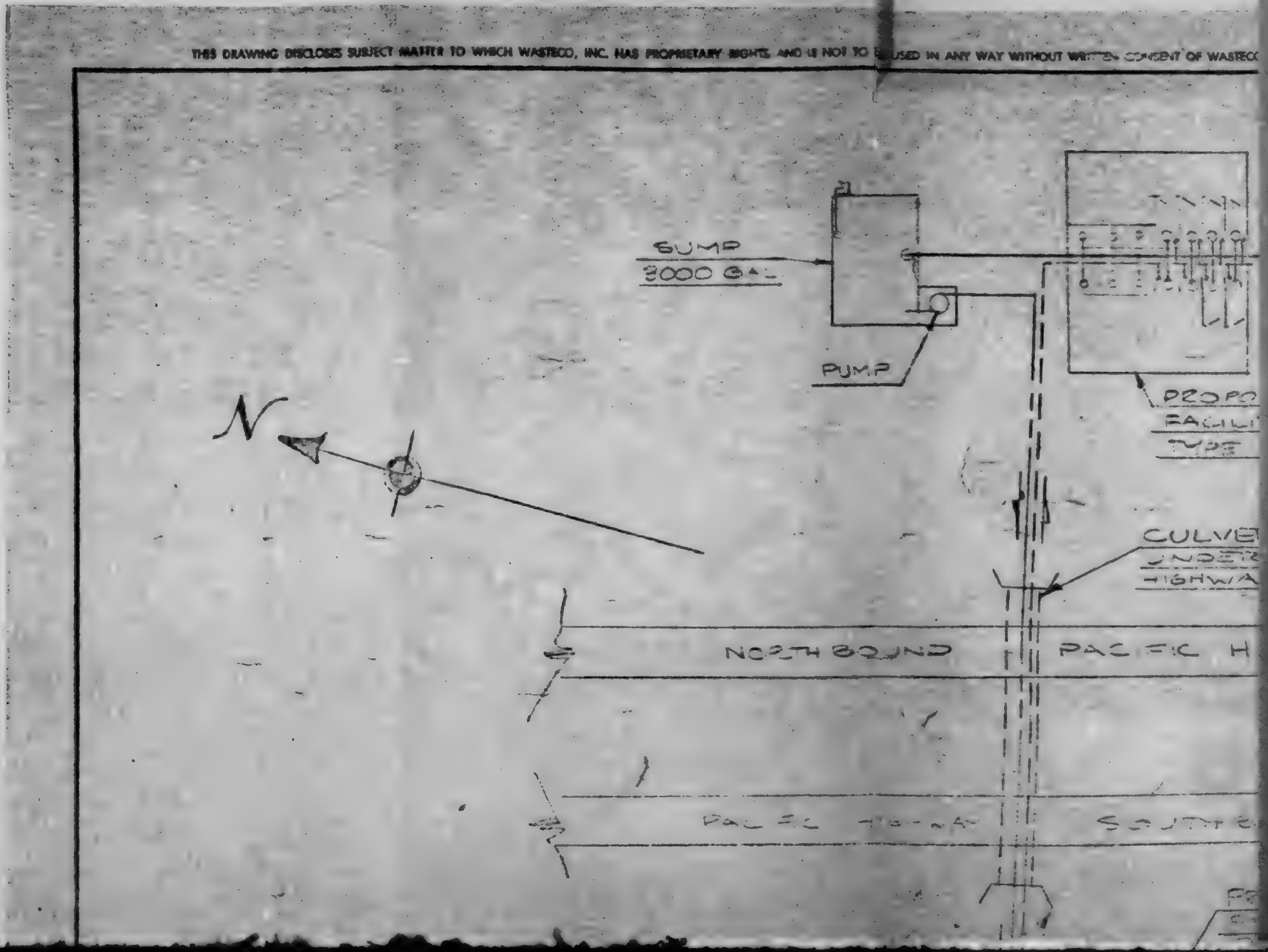
SOUTH

SUMP

HOLDING TANK
(RECIRCULATING)
15,000 GAL.

MAKE-UP WATER

THIS DRAWING DISCLOSES SUBJECT MATTER TO WHICH WASTECO, INC. HAS PROPRIETARY RIGHTS AND IS NOT TO BE USED IN ANY WAY WITHOUT WRITTEN CONSENT OF WASTECO



RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

7883

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 30, 1972

483

Wasteco, Inc.
20675 S. W. 105th
Tualatin, Oregon 97062

Attention: Mr. Arthur J. Arellano

NOTED
A. E. JOHNSON

Gentlemen:

Manzanita Safety Rest Area
Pacific Highway
Josephine County
Bridge No. 9114A
Sewage Disposal

This is to confirm our recent telephone conversation to the effect that the use of your system is still under consideration.

Thank you very much for your cooperation in furnishing up-to-date drawings and information concerning your system.

You will be notified as soon as a decision is made on the system we intend to use at this site.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

L. L. Wallace
Bridge Design Engineer

DOC/ag

cc: A. E. Johnson
Frank Hall

RECEIVED
FEB 1 1972
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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7883

February 4, 1972

Department of Environmental Quality
720 State Office Building
Portland, Oregon

483

Gentlemen:

NOTED
A. E. JOHNSON

Manzanita Safety Rest Area
Pacific Highway
Josephine County
Bridge No. 9114 A
Sewage Disposal

We are presently in the design phase of developing plans for the expansion of the Manzanita Safety Rest Area. This expansion necessitates one additional toilet building in the southbound rest area and one in the northbound rest area.

The sewage from the existing toilet buildings is presently being handled by septic tanks and drain fields. Due to the soil conditions at this site the use of septic tanks and drain fields has presented continuous maintenance problems. A built-up drain field, however, on one side has been in use for approximately six years and appears to be operating successfully, but we do not have sufficient experience with this type of design to know if it will operate successfully again. Investigations have been conducted around the area to see if a suitable site for a drain field does exist, but none was found.

We now have two systems under consideration for handling the present and anticipated sewage volumes. One a lagoon system, the other a package system put out by Wasteco, Inc. of Tualatin, Oregon.

The lagoon system would require the transporting, by pipe line, and dumping of chlorinated effluent into Louse Creek.

The Wasteco system would involve either dumping into Louse Creek or disposing of the excess waste effluent by sprinkling or irrigation. The

chemical content and amount of liquid to be disposed of is as indicated in the attached letter from Wasteco, Inc.

In order to evaluate and determine which of these systems should be used, we need to know whether we can dump the waste effluent from either system into Louse Creek and if so, to what extent.

It would be appreciated if this could be reviewed as soon as possible so that design can proceed.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

L. L. Wallace
Bridge Design Engineer

DOC:dh

cc A. E. Johnson
Frank Hall
Roy E. Olson

RECEIVED
FEB 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

WASTECO, INC.

20675 S.W. 105th / Tualatin, Oregon 97062 / Phone 638-6851

9114. B.

January 21, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Ref. #B-1144

Attention: George M. Baldwin
Administrator of Highways

Subject: Manzanita Safety Rest Area

Dear Mr. Baldwin:

This is in answer to your letter dated January 12 regarding the above subject job.

The chemicals proposed to be used in this project are as follows: alum, polyelectrolyte, "roccal", chlorine. The breakdown on these chemicals is as follows:

Chemical	Dosage	Function	End Disposal
Alum	100 lbs/day	Primary flocculation	Stays with sludge formed by flocculation, is filtered out and incinerated to form an inert solid ash.
Polyelectrolyte	5 lbs/day	Secondary flocculation	
"Roccal"	3 lbs/day	Detergent neutralizer	Stays in solution - biodegradeable
Chlorine	1 3/4 gals/day	disinfection	stays in solution

The quality of the effluent to be discharged from this facility would be of a quality high enough to be used for sprinkling, irrigation, etc. The solids would be completely eliminated by the filtering and the incineration process that we have indicated for this facility.

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JAN 27 1972
BRIDGE DIVISION

We have estimated that there would be approximately 5-6000 gallons per day of effluent discharge which would occur under maximum usage during peak periods. We feel this will be experienced only on rare occasions because of the plant capacity of 60,000 gallons per day, and the re-circulation for re-cycling the water into the urinals and the water closets. However, since this occurs only under maximum us ge at peak periods, our information leads us to conclude that this type of discharge would be rare and only occurring during the summer months and would not only be limited but processed and clean enough to not cause any type of problems.

I hope this will answer the questions you had on this correspondence. If you have any additional questions at this time, by all means let us hear from you - it will receive our immediate attention.

At this point would you be good enough to give us an indication of when you feel this order will be released for processing. We are looking forward to working on this project and would appreciate any pre-information you have at this time so that we may take this into account in projecting our engineering requirements for the coming months.

Thank you very much for your interest - we will look forward to receiving your order.

Sincerely,

Arthur J. Arellano

cc Frank Hall
Roy E. Olson

RECEIVED
JAN 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 27 1972
BRIDGE DIVISION

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FOR FILE
7883

9114A

483

January 12, 1972

Wasteco, Inc.
20675 S. W. 105th
Tualatin, Oregon 97062

Attention: Mr. Arthur J. Arellano

Gentlemen:

Manzanita Safety Rest Area
Pacific Highway
Josephine County
Bridge No. 9114A
Sewage Disposal Facility

In evaluating the Wasteco System for use on this project we find that there is additional information that we require.

Please furnish us information as to the chemicals used and the dosage required to treat the sewage effluent. Information is also desired as to whether the substances used are biogradeable. In addition, what is the quality of the liquid waste effluent from the Wasteco System?

It is our understanding that there will be approximately 5,000 to 6,000 gallons per day of sewage effluent that will have to be disposed of. Is this figure correct?

An early reply would be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

L. L. Wallace
Bridge Design Engineer

DOC/ag
cc: Frank Hall
Roy Olson

RECEIVED
JAN 3 - 1972

STATE COPY
12-15-71

cc: OSHD (Johnson)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)
12-15-71

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO.	REPORT NO.	COUNTY	DIVISION
8 7883	Final Right of Way Report	Josephine	Oregon
DATE OF REPORT 12-2-71	**REPORT MADE BY** P.V. Riedl Area Engr		**PROJECT NO.** I-5-2(66)64
COMPLETION DATE 10-15-71	**ACCEPTANCE DATE BY CONTRACT AGENCY** 10-15-71	**TIME ELAPSED** - %	**CONTRACT TIME** -
APPROVED EXTENSIONS -	**LOCATION** Pacific Hwy 5 miles North of Grants Pass		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report. Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
DEC 28 1971
REGIONAL OFFICE

MANZANITA REST AREA EXPANSION
PACIFIC HIGHWAY
JOSEPHINE COUNTY
Right of Way

The purchase of this additional Right of Way completes the amount necessary to reconstruct the expansion of this Rest Area. There are no engineering features which would preclude the acceptance and processing of the right of way final voucher for payment.

Cl. Const. 12-31-71

RECEIVED
DEC 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

I concur _____
C. J. Mathias, Right of Way Officer

NOTED
TOM EDWARDS

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE P. V. Riedl,		**SIGNATURE** C. K. Hessner	
TITLE Area Engineer	**DATE** 12-2-71	**TITLE** for Division Engineer	**DATE** 12-15-71

Form PR 33-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7884 Clear Creek Br. Sec. of Woodburn- 1973
Estacada Hwy. S. of Estacada
(Grading, paving, & structure)

7882/ 2-21-74

STATE COPY

cc: OSHD (H S Coulter)
Region
Wash DC

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cst

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
EHS-RS-264(6)0.13	Clackamas	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Construction of 0.12 miles of roadbed grading, aggregate base and asphalt concrete pavement and the widening of an existing 150 foot long structure over Clear Creek by 13 feet on the Clear Creek Bridge Section located approximately 6 miles south of Estacada, Oregon on the Woodburn-Estacada Highway in Clackamas County.

COPY SENT

Info / Invest / R/D / D/R — FOR — REFER TO — MAR 5 '74 — RECEIVED STATE HWY ENGR

3-5-74 cy Court.

MAR 04 1974

REGIONAL OFFICE

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Holst Construction Company	$ 110,921.50

7. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE *(SHD Official)* T Kessey

TITLE Construction Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

NOTED H.S. COULTER

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 32 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.104	32	XD80	0.029

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
W. N. Bryant, Area Engineer	December 12, 1973

12. IN COMPANY WITH
Al Harwood, Reg Constr Engr, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE: W. N. Bryant — W. N. Bryant, Area Engineer		16. SIGNATURE: E. J. Valach — Original signed by E. J. Valach, Dist. Engineer	
14. TITLE: Area Engineer	15. DATE: 2-26-74	17. TITLE: District Engineer	18. DATE: 2-26-74

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

7884

5

January 8, 1974

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On December 26, 1973, we wrote to you concerning release of final payment on Contract No. 7884 awarded to Holst Construction Company for work on the Clear Creek Bridge on the Woodburn-Estacada Highway in Clackamas County.

Final payment on this contract is $5,309.68 and the total contract amount is $111,433.10, including $3,820.97 for work performed under force account.

Very truly yours,

C. W. Mead, Manager
ADMINISTRATIVE SERVICES

jo

cc: Holst Construction Company
P. O. Box 692
Oakridge, OR 97463

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
L. W. Rulien

7384

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 20, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7884, Work Completed November 8, 1973

Project Clear Creek Bridge

Highway Woodburn-Estacada, County Clackamas

Type of Work Grading, Paving and Structure

Contractor Holst Construction Company

Recommended Acceptance Date December 20, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 30, 1974 for your formal concurrence.

VG:lsk

cc: ~~G.~~ W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7884

November 15, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. BRS-RS-264(6)0.130

FROM L. H. Young, Office Engineer

SUBJECT Notification Contract Work Completed

Contract 7884, Work Completed November 8, 1973

Project Clear Creek Bridge

Highway Woodburn-Estacada

County Clackamas

VG:js

7884 FINAL WEEKLY REPORT 5

FORM E-1 PPR 11-61

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: CLEAR CREEK BRIDGE		WEEK ENDING: NOVEMBER 10, 1973
		SECTION PREFIX: 103-1025
HIGHWAY: WOODBURN - ESTACADA		COUNTY: CLACKAMAS
NAME OF JOB: CLEAR CREEK BRIDGE	KIND OF WORK: GRADING, PAVING AND STRUCTURE	
CONTRACTOR: HOLST CONST. CO.	CONTRACT NUMBER: 7884	FEDERAL AID PROJECT NUMBER: EHS - RS - 264(6)0.13
DATE OF CONTRACT: APRIL 30, 1973	DATE WORK STARTED: MAY 9, 1973	ESTIMATED COMPLETION DATE: PROJECT COMPLETE
AVERAGE FORCE ON PROJECT FOR THE WEEK: 1 MEN: 1 SUPERVISION 0	[redacted]	[redacted]
	SPECIFIED CALENDAR DAYS: 200	CALENDAR DAYS USED: 144
PROJECT AUTHORIZATION: $130,549.41	[redacted]	PERCENT OF TIME ELAPSED: 72%
EXCLUSIVE OF ENGINEERING: $120,197.47	ENGINEERING AUTHORIZATION: $10,351.94	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $116,241.50	ENGINEERING COST TO DATE: $18,163.82	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103.0%
ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 175.5 %	DATE PROJECT WAS COMPLETED: NOVEMBER 8, 1973

SEMI-FINAL EST. WILL BE SUBMITTED ON OR ABOUT 11/30/73.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD
100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.13	0.13			0.13
MILES PARTIALLY COMPLETED	0.13	0.13			0.13
MILES COMPLETED	0.13	0.13			0.13
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3430 C Y	2170 TONS			660 TONS
TOTAL QUANTITIES CORRECTED TO DATE	2,908 C Y	1,577 YDS			631 TONS
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,908 C Y	1,577 YDS			631 TONS
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 - PICKUP

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1607 A							
PERCENT	100%							

		WEATHER	CAL. DAYS CHARGED	HOURS WORKED	REMARKS
SUNDAY	NOV. 4	SNOW SHOWERS	1	0	
MONDAY	5	SNOW SHOWERS	1	0	
TUESDAY	6	SNOW SHOWERS	1	0	
WEDNESDAY	7	OVERCAST	1	0	
THURSDAY	8	RAIN SHOWERS	1	2	DATE OF 2ND NOTIFICATION
FRIDAY	9	RAIN	0	0	
SATURDAY	10		0	0	

Feuling
Keavey
Bond
Jackmond
Harot
Johnsen
Walker

RECEIVED
NOV 13 1973
CONSTRUCTION SECTION

Scofield
Crom
Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
NOV. SUNDAY 4	NO ACTIVITY
MONDAY 5	NO ACTIVITY
TUESDAY 6	NO ACTIVITY
WEDNESDAY 7	NO ACTIVITY
THURSDAY 8	COMPLETED PROJECT CLEANUP. DATE OF 2ND NOTIFICATION.
FRIDAY 9	NO ACTIVITY
SATURDAY 10	NO ACTIVITY ANTICIPATED.

REMARKS

STATUS: PROJECT COMPLETE AND READY FOR FINAL INSPECTION.

SIGNED E. RODRIGUEZ LOCATION MILWAUKIE

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

7884

OREGON STATE HIGHWAY DIVISION

Hoist Construction Company
P.O. Box 692
Oakridge, OR 97463

September 24, 1973

Re: Clear Creek Bridge
Woodburn-Estacada Highway
F.A. Proj. No. EHS-RS-264(6)
Contract No. 7884
Portland Area Affirmative Action Plan

Gentlemen:

The supplemental contract provisions of this contract require that to fulfill the requirements of the Portland Area Affirmative Action Plan, 2.5 to 3.5 percent of manhours worked in each craft, must be performed by minorities.

You are not meeting this requirement. The reporting form that you submitted for August, (Optional Form 66) indicates that your work force is no longer static. One Equipment Operator and two Laborers have been added this reporting period.

Please submit to this office any evidence that would indicate good faith efforts to hire minorities have been taken. This information should be submitted immediately.

Very truly yours,

C. T. Keasey
Construction Engineer

By

J. L. Widmer
Assistant EEO Officer

JLW:fr

bc: H. S. Coulter
Gene Huntley
L. W. Rulien
Enrique Rodriguez

NOTED
H.S.COULTER

RECEIVED
SEP 25 1973
Office of
Assistant State Highway Engineer

E-123

7884

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: July 26, 1973

7884

In reply refer to: 10-35-DA

SUBJECT: Oregon Project EHS-RS-264(6)0.13
Clear Creek Bridge

FROM : Mr. G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Young's letter of July 23, concerning State Force Order No. 1.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $894.00 with Federal participation of $536.40.

G. L. Green

Enclosure
State Force Order No. 1

cc:
Region (10-00.34) (2 cys)
w/2 cys OSHD Ltr. &
1 cy SFO

RECEIVED
STATE HWY ENGR
JUL 30 73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig 7-30-73

aaj

State Printing

A-105—5M

STATE COPY 1P

EFFECTIVE DATE 7-13-73

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 17-26-73

Project Name CLEAR CREEK BRIDGE Date JULY 11, 1973

Highway WOODBURN-ESTACADA Contract No. 7884 F. A. Project No. EHS-RS-264(6)0.130

County CLACKAMAS Prefix 103-1025 Account No. 278-01

Description of Work To Be Done:

PROVIDE TEMPORARY AND PERMANENT STRIPING

Location by Station Numbers:

THROUGHOUT PROJECT

Estimate of Quantities and Costs:

PAVEMENT LEGEND (CODE 7) 12 HRS. @ $74.50/HR. = $894.00

THIS WORK HAS NOT BEEN PERFORMED

Explanation: TRAFFIC STRIPING IS A FUNCTION OF STATE FORCES
TEMPORARY STRIPING WILL BE REQUIRED DURING STAGES 1 & 2.
PERMANENT STRIPING WILL BE REQUIRED UPON COMPLETION OF PAVING OPERATIONS

THIS ITEM WAS NOT INCLUDED IN THE ORIGINAL PROJECT AUTHORIZATION

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 130,549.41
Present estimate of project cost, including $ 894.00 for work under this order	$ 130,549.41
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: E. RODRIGUEZ
Resident Engineer

Approval Recommended: .....
Division Engineer

Approval Recommended: .....
Construction Engineer or Bridge Engineer

Approved: .....
~~County State Highway Engineer~~
~~Assistant State Highway Engineer or~~
Bridge Engineer.

Const. Prog.

State Printing

OK

7884

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO R. L. Green, Division Engineer
~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
R. E. Simpson, Division Engineer
Federal Highway Administration

DATE July 23, 1973

FROM L. H. Young
Office Engineer

Federal-aid Project
No. EHS-IS-264(6)0.13

SUBJECT Request Change Order Approval

Contract 7884, State Force Order No. 1

Project Clear Creek Bridge

Highway Woodburn - Estacada

County Clackamas

The Order covers temporary and permanent striping by State Forces. The contractor is neither properly equipped nor staffed to perform the work contemplated under this order. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

The striping will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participation under the provisions of Para. 6 of PPM 21-15.

Federal participation will be based on the agreed price for striping. Prices to be used will be those in effect at the time the work is done. The estimated total cost of the work to be done under this order is $804.00 with Federal participation of $536.40. Reimbursement on an agreed unit price basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on July 13, 1973.

Your approval as of July 13, 1973 is requested.

Attach.

JK:pr

7884

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 15, 1973

Holst Construction Company
P. O. Box 692
Oakridge, Oregon 97463

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7884 for work on the Clear Creek Bridge Section of the Woodburn-Estacada Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Kassey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
Enrique Rodriquez

7884

STATE COPY

5

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
5-58		OREGON
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Clackamas
	5-14-73	PROJECT NO. RS-264(6)Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 211 6.07 mi. S'ly of Estacada (M.P. 27.33)

Clear Creek Bridge Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-72	0.13
OTHER *(Specify)*		

FUNDS Pro-rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 129,300	$ 82,182

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Howard L. Green
for G.L. Green (Division Engineer)

Date executed by Division Engineer MAY 14 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

Oregon State Highway Division

Federal Aid Project
No. RS-264(6) Safety

CLEAR CREEK BRIDGE SECTION

WOODBURN-ESTACADA HIGHWAY IN CLACKAMAS COUNTY

Salem, Oregon, May 7, 1973

Project agreement estimate.

Type Code 6201
Roadway (Sta. 331+00 to Sta. 338+00)

Temporary Protection and Direction of Traffic	All Required		$18,300.00
Clearing and Grubbing	All Required		1,800.00
General Excavation	3,430 cu.yd.	$ 2.25	7,717.50
Trench Excavation	12 cu.yd.	6.00	72.00
Finishing Roadbed and Slopes	All Required		600.00
Watering	90 M-gal.	5.00	450.00
Coarse Aggregate Base	1,900 ton	5.50	10,450.00
3/4"-0 Aggregate Base	270 ton	6.50	1,755.00
Class "B" Asphalt Concrete Mixture	660 ton	16.00	10,560.00
Asphalt Cement in Mixture	43 ton	38.00	1,634.00
18-inch Culvert Pipe	44 lin.ft.	8.00	352.00
Guard Rail, Type 2A	550 lin.ft.	7.00	3,850.00
Extra for Guard Rail End Connection	4 only	200.00	800.00
Extra for Asphalt Approaches	1 only	150.00	150.00
Guide Posts, w-1	16 only	15.00	240.00
			$58,730.00
Flagging (60% of Contractors Cost)	All Required		$ 2,400.00
Temporary Erosion Control	All Required		100.00
Protect Existing Footings	All Required		500.00
			$ 3,000.00
		Subtotal	$61,730.50
		Engr. & Cont.	8,333.50
		Total	$70,064.00

Type Code X080
Clear Creek Bridge (Sta. 333+56.29 to Sta. 335+06.29)

Alterations to Existing Structure	All Required		$ 8,000.00
Shoring, Cribbing, Etc.	All Required		2,000.00
Structure Excavation	55 cu.yd.	$ 20.00	1,100.00
Structure Excavation Below Elevations Shown	5 cu.yd.	20.00	100.00
Furnish HP 10x42 Steel Piling	150 lin.ft.	5.50	825.00
Drive Steel Piles	6 only	220.00	1,320.00
Class A Concrete (93 cu.yd.)	All Required		10,230.00

Oregon State Highway Division

2

Federal Aid Project
No. RS-264(6) Safety

4' x 45'/50' Prestressed Slabs	4 only	2,013.00	8,052.00
4' x 50'/55' Prestressed Slabs	8 only	2,033.00	16,264.00
Reinforcement (17,700 lb.)	All Required		3,500.00
Grouted Riprap	20 cu.yd.	40.00	800.00
	Subtotal		$52,191.00
	Engr. & Cont.		7,045.00
	Total		$52,236.00

Length of Roadway - - - - - - - - - - - - - - - - 0.104
Length of Structure - - - - - - - - - - - - - - - 0.029
Total 0.133 mile

Cost of Roadway Per Mile - - - - - - - - - - - $652,913.46

SUMMARY OF FUNDS

	Total Cost	Federal Funds	State Funds
Roadway	$ 70,064.00	$ 44,532.00	$ 25,532.00
Structure	59,236.00	37,650.00	21,586.00
Total	$129,300.00	$ 82,182.00	$ 47,118.00

Group 1 - 100%
Contract No. 7884
Prefix: 103-1025

CLEAR CREEK BRIDGE SECTION

NONPARTICIPATING - STATE WORK

Seeding and Mulching	All Required	$ 500.00

7884

Salem, Oregon

April 20, 1971

Enrique Rodriquez
Resident Engineer

L. H. Young, Office Engineer

Contract 7884
Furnish Steel Piling
Bid Item 20

Please note this bid item has been set up for both participating and nonparticipating quantities.

The extent of FHWA participation will be only the piling length actually incorporated in the work. The difference between the total order length and the length actually incorporated in the work will be nonparticipating.

PAY ESTIMATE PROCEDURE Bid Item 20

Prior to Semifinal Submission

1. On progress estimates enter all quantities as participating.

Semifinal Estimate

1. Adjust the participating quantity to the total length actually incorporated in the work.

2. Enter the difference (order length - length actually incorporated in the work) as non-participating.

A tabulation of the piling actually incorporated in the work should be submitted with the semifinal data.

VG:dgk

cc: H. S. Coulter
C. T. Keasey
L. W. Rulien

OREGON STATE
HIGHWAY DIVISION

7884

P. O. Box 02157 Portland 97202 February 26, 1973

Estacada Area Chamber of Commerce
P. O. Box 296
Estacada, Oregon 97023

Attention Mr. Carrel S. Bennett, President

Re: Woodburn-Estacada Highway
Clear Creek Area

Gentlemen:

We very much appreciate the interest of the Estacada Area Chamber of Commerce in the highways and the need for a good transportation system.

As a result of your letter of November 14, 1972 we reviewed our plans for the reconstruction of the narrow Clear Creek Bridge. We appreciate that it would be desirable to reconstruct a section of the highway to the west of the bridge and provide a climbing lane. We find, however, that we just do not have the money at this time to both widen the bridge and provide this climbing lane.

The bridge widening will be the first stage of this much needed improvement and we believe that this in itself should prove quite beneficial to the highway users in this area. Thank you again for your interest and concern.

Very truly yours,

L. W. Rulien
Regional Engineer

LWR/or
bc E. S. Hunter
V. D. Wolfe
Frank Hall

RECEIVED
FEB 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

E-123

7884

February 21, 1973
Salem, Oregon

Clear Creek Bridge Project
Woodburn-Estacada Highway

Mr. L. W. Rullen
Regional Engineer

DIVISION

Ira 7-4

At your request I have reviewed your suggestion for providing improved alignment and a passing lane westerly of the Clear Creek Bridge and find that to do this construction on a 6 1/2 percent grade would cost approximately $750,000 plus right of way. The bridge is estimated at $130,000. Funds are not available at this time to expand the project to include the grading and climbing lane.

It is possible that if the $150 million dollar bond issue is approved by the Legislature, this job would be considered under that program. In any event the structure will be let by itself and considered as first stage construction for the project which you proposed.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
Frank Hall

1450
1394
56

FORM H-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE February 13, 1973

TO E. S. HUNTER
Assistant Highway Engineer

FROM L. W. RULIEN
Regional Engineer

SUBJECT Clear Creek Bridge Project
Woodburn-Estacada Highway

Hall
A. Olson
Tarpin
Scott
Swenson
K. Olson

RECEIVED
FEB 20 1973
DESIGN SECTION

Requires Reply ☑
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

There is a project for an April 26th letting for a widening of the structure across Clear Creek on the Woodburn-Estacada Highway. When we originally worked this job up, because of the grade and minimal width, and generally poor alignment, we not only widened the structure but regraded the section of the highway and provided a much needed passing lane. There is a fairly heavy movement of log trucks on this section of highway and I believe that if at all possible it would be desirable to undertake the necessary grading along with the bridge improvement so as to provide this passing lane.

The Estacada Area Chamber of Commerce has been informing themselves as to our plans in the area and Mr. Carrel S. Bennett, President, has asked that we review our Clear Creek proposal and incorporate the passing lane. Will you please advise if this can be done.

LWR/cr
cc Victor D. Wolfe
Frank Hall

7½ - $522750 } New Location
6½ - 607800
Bridge Only $105700
166 cre Bid

2-18-73
Ken
What a mess!
Ed.

RECEIVED
FEB 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 11 1972

FOR FILING

7884

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 10, 1972

TO Memorandum to File

FROM L. H. Young
Programming Engineer

SUBJECT Clear Creek Bridge
Project No. RS -264(6)

The bids received on July 28, 1972, for the Clear Creek Bridge Section, Pr oject No. RS-264(6) are being rejected.

The Engineer's estimate for the project was $88,495.50; the low bid received was from Ross Bros. Construction, Inc. of Salem, in the amount of $142,924.00, which is $54,428.50 or 61.5% above the Engineer's estimate. There was three other bids received in the amounts of $144,688.00, $151,586.50 and $168,598.50.

The bids received are considered too high for the Highway Commission to accept. A delay in readvertising until the summer of 1973 is planned with the possibility of a design change.

NOTED
R. D. ASBURRY

RECEIVED
AUG 11 1972
FOR FILING

7884

August 8, 1972

Ames Bros. Construction, Inc.
3501 Brookline Road, North
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on July 28, 1972, received four bids for work on the Clear Creek Bridge Section of the Woodburn-Estacada Highway in Clackamas County.

The Commission August 4 rejected all bids.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bl

bc C. T. Keeney
Walt Burt
L. W. Bulick
Enrique Rodriquez
William Gothel (SAIF)

RECEIVED
AUG 9 - 1972
FOR FILING

FORM E-20-X 10-67

7884

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1972

SUBJECT: #16 - Clear Creek Bridge Section
Portland Affirmative Action Plan

To: L. H. Young
Programing Engineer
BUILDING

NOTED
A. E. JOHNSON

The Part 1 certification submitted by Bennard Construction Inc. of Portland, Oregon, has been corrected and is now considered acceptable.

C. T. Keasey
Construction Engineer

By M. D. Glenn
M. D. Glenn
EEO Engineer

MDG:fr

cc: A. E. Johnson
E. S. Hunter
Floyd Query

RECEIVED
AUG 8 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 4 - 1972
FOR FILING

7884

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1972

To: L. H. Young
Programing Engineer
BUILDING

SUBJECT: July 27-28, 1972 Bid Letting
Portland Area Affirmative
Action Plan

NOTED
A. E. JOHNSON

A review of the Portland Area Affirmative Action Plan certifications, submitted by Ross Bros. Construction Inc. of Salem, Oregon, have been reviewed.

In view of the supplemental data furnished by the A.G.C., relating to additional trades as signatories to this plan, the certifications required under Part 1 submitted by Ross Bros. are considered acceptable for the following projects:

#16 Clear Creek Bridge Section
#26 Sandy River (Brightwood) Bridge Section
#27 Molalla River (Dickey Prairie) Bridge Section

Ross Bros. contacted me by telephone regarding Mr. Query's letters of August 1, 1972 relating to this matter. I am, by a copy of this letter, confirming my verbal notification of this acceptance and notification that a future meeting with me will not be required.

C. T. Keasey
Construction Engineer

By M. D. Glenn

M. D. Glenn
EEO Engineer

MDG:fr

cc: A. E. Johnson
E. S. Hunter
Floyd Query
Ross Bros. Construction, Inc.

RECEIVED
AUG 3 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-90-X 12-67

7884

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2, 1972

SUBJECT:

To:

MEMO TO THE FILES:

On this date, I received from Mr. Ron Anderson letters listing crafts signatories to the Portland Hometown Plan. Included were the Carpenters and Laborers trades and a letter dated March 8, 1972 from Mr. N. H. Pearson of the OFCC granting final approval of the plan and listing the Carpenters as one of the signatory trades. Copies of this data were sent to E. J. Valach, Fred Flowers and Ellis Casson of the FHWA.

Unfortunately, the Laborers trade was omitted from this listing, but is included as one of the trades which as an affiliate of the Construction Trade Council of Portland and Vicinity unanimously endorsed the plan.

I notified Mr. Pat O'Neil of the Federal Highway Administration that this information had been received and he agreed that we could proceed in accepting Part 1 certification from contractors who list trades which are in fact signatories to the plan and which are not contained on the OFCC approved list.

With the receipt of this information, the acceptance of Ross Bros. Construction, Inc. certification of compliance with Portland Area Affirmative Action Plan on the following projects, for which bid proposals were received on July 27th and 28th, 1972, can be given:

#16 Clear Creek Bridge Section - Low bidder
#26 Sandy River (Brightwood) Bridge - 2nd bidder
#27 Molalla River (Dickey Prairie) Bridge - 2nd bidder

NOTED
E. S. HUNTER

M. D. Glenn
Construction EEO Engineer

MDG:fr
cc: A. E. Johnson
E. S. Hunter
L. H. Young
Gene Huntley
FHWA
C. G. Swenson

RECEIVED
AUG 3 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 2 - 1972
FOR FILING

7884

August 1, 1972

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, Oregon 97303

Gentlemen:

Re: Portland Affirmative Action Plan

Your bid received at the July 27-28th bid letting on the Clear Creek Bridge Section Project in Clackamas County has been found lacking in completion and adequacy with respect to the certification required regarding compliance with the Equal Opportunity (Portland Affirmative Action Plan).

In order that your bid can be considered in recommendations to the Highway Commission, it will be necessary for you to rectify errors in your certification of the Portland Affirmative Action Plan and expand the same to comply. It is requested that you contact Mr. David Glenn, Federal Liaison and EEO Engineer immediately in order that a meeting can be held prior to August 10, 1972. He can be reached at 378-6318.

This letter is being sent to the low bidder and to the second low bidder on this project.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

bc Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
C. T. Keasey
L. H. Young
David Glenn

Same letter sent to Bennard Construction, Inc., 222 N. E. Holland St., Portland, Oregon 97211.

LHY:dg/ESH:jf/FQ:dr

RECEIVED
JUL 27 1972
FOR FILE

Form FHWA-121 (10-67)
UNITED STATES GOVERNMENT

Memorandum

7884

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: July 24, 1972

In reply refer to: 10-35-DA/900.1

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Implementation of Portland Area Affirmative Action Plan

The Bid Conditions setting forth affirmative action requirements for all non-exempt Federal and Federally-assisted construction contracts to be awarded in Multnomah, Clackamas, and Washington Counties are approved as set forth in your July 17 letter.

7-25-72
Hunter

NOTED
E. S. HUNTER

cc Young
Hall

RECEIVED
JUL 26 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
JGM

RECEIVED
JUL 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-544

RECEIVED
FOR FILING

July 17, 1972

TO Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

FROM A. E. Johnson
Assistant State Highway Engineer

SUBJECT Implementation of Portland Area
Affirmative Action Plan

Attached are two copies each of the Bid Proposals and Special Provisions and Supplemental Standard Specifications covering two of the three projects for which bids were called after receipt of instructions to implement the subject affirmative action plan.

Also attached are revision letters covering two of the three projects for which bid proposals were called prior to receipt of the implementation instructions.

All nonexempt Federal-aid construction projects in the plan area of Multnomah, Clackamas and Washington Counties, for which contracts will be awarded after July 10, 1972 by the Oregon State Highway Division, will contain or have been amended to contain these bid conditions setting forth the affirmative action and equal opportunity requirements.

Your review and approval of these proposed contract requirements is requested.

Attachments

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter
C. T. Keasey
L. H. Young

MDG:fr ja

LIST OF ATTACHMENTS

BID PROPOSALS and SPECIAL PROVISIONS
and SUPPLEMENTAL STANDARD SPECIFICATIONS

Norwood Road Undercrossing-Stafford Road Interchange, Pacific Highway, Washington County; drainage.

Sandy River (Brightwood) Bridge, County Road No. 26001, Clackamas County; footing protection.

REVISION LETTERS

Revision Letter No. 1, July 12, 1972; Beaverton-Progress Section; roadside improvement project.

Revision Letter No. 1, July 12, 1972; Clear Creek Bridge Section; grading, paving and structure project.

*****

RECEIVED
AUG 2 - 1972
FOR FILING

FORM S-30 (REV. 10-68)

7884

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1972

NOTED
A. E. JOHNSON

SUBJECT: Utility Status Report for July 27-28, 1972 Letting

To: Mr. L. H. Young
Programming Engineer
B U I L D I N G

The status of negotiations with utilities on the following FAI, FAU, FA, FLH and TOPICS projects for the above letting is as follows:

1. NORWOOD ROAD UNDERCROSSING-STAFFORD ROAD INTERCHANGE SECTION
Project Nos. EHS I-5-5(58)28, I-5-1(81)00, I-5-2(72)59, I-5-3(91)121 — Drainage

No utilities are in conflict with this project.

2. JUDKINS POINT-CALIFORNIA STATE LINE SECTION
No project number. — Wrong Way Signing

No utilities are in conflict with this project.

3. BAKER VALLEY SAFETY REST AREA
Project No. I-80N-7(39)295 — Improvement

No utilities are in conflict with this project.

4. WEATHERBY SAFETY REST AREA
Project No. I-80N-7(40)335 — Improvement

No utilities are in conflict with this project.

5. CEDAR HILLS INTERCHANGE-T.V. HIGHWAY INTERCHANGE SECTION
No project number. — Illumination

No utilities are in conflict with this project.

6. WILLAMETTE RIVER BRIDGE (ALBANY) SECTION
Project No. U-104(4) — Road Side Improvement

No utilities are in conflict with this project.

7. WELLS CREEK-JACK CREEK (PASSING BAYS) SECTION
Project No. EHS-F-142(9) — Grading and Paving

Umpqua Telephone Company, Inc., owns 22 poles which will conflict with proposed construction. Twelve of these are located on private property and therefore the utility is entitled to reimbursement for the cost of their relocation. The utility was notified by our letter of May 17, 1972 of their conflicting facilities and have agreed to make the necessary relocations. The estimated cost to the State is $3,500.00 for which federal-aid participation will not be requested.

GP*33478-724

Estimated date of completion for this work is August 4, 1972. No delay to the State's construction is anticipated.

Douglas Electric Cooperative, Inc owns 28 power poles which are in conflict with this project. Fourteen of these are located on private property and the remaining facilities on public road right of way. The utility is entitled to reimbursement for the cost of relocating the poles occupying private property. Douglas Electric was notified by our letter dated May 17, 1972 of their conflicting facilities and they have agreed to make the necessary relocations. The estimated cost to the State is $2,500.00 for which federal-aid participation will not be requested.

Estimated date of completion is August 4, 1972. No delay to the State's construction is anticipated.

Pacific Northwest Bell Telephone Company has a total of 8 conflicts, all of which are located on public road right of way and, therefore, their adjustment is non-reimbursable. PNB was notified by letter on May 17, 1972 of their conflicting facilities and have agreed to make the necessary relocations.

Their estimated date of completion is August 10, 1972. No delay to the State's construction is anticipated.

8. PARK STREET-PACIFIC HIGHWAY (ASHLAND) SECTION
Project No. F-166(3) Grade, Pave, Structures

Talent Irrigation District owns irrigation facilities which are in conflict with the proposed construction throughout the easterly two-thirds of the project. These facilities are located on a state highway without a permit, and therefore, are reimbursable under the terms of ORS 366.321. The relocation and adjustment work will be performed as part of the State's contract. The District has verbally agreed to our proposed method of adjusting and relocating their facilities. An agreement has been drafted and will be presented to the District for their approval in the near future. No delay to the construction is anticipated.

City of Ashland, Water - the conflicting water facilities consist of four segments of water main and six hydrants. These facilities are located either on a city street, a county road right of way or a state highway without a permit and, therefore, the cost of their relocation is reimbursable by the State. The City was notified by letter on January 19, 1972 and has agreed to make the necessary relocations. The estimated cost to the State is $16,000 for which federal-aid participation will be requested. The City was authorized by the Federal Highway Administration to proceed with the work effective April 13, 1972. The work is approximately 75% complete. The estimated date of completion is July 27, 1972.

City of Ashland, Sewer - the conflicting facilities consist of two segments of 6-inch sanitary sewer and one segment of 8-inch sanitary sewer. These facilities are located on county road right of way and state highway right of way without a permit. The City is entitled to reimbursement for the cost of their

relocation under the terms of ORS 366.321. The City was notified by letter on January 19, 1972 and has agreed to make the necessary relocations. The estimated cost to the State is $6,500 for which federal-aid participation has been requested. The City was authorized to proceed with their work by the State and FHWA effective April 13, 1972. The work is approximately 75% complete. The estimated date of completion is July 27, 1972. No delay to the State's construction is anticipated.

City of Ashland, Electric Power - Four power poles owned by the City will conflict with the proposed detour and must be relocated. They occupy private property and the City is entitled to reimbursement for the cost of their relocation. The City was notified by letter on January 19, 1972 and they agreed to perform the work. The estimated cost to the State is $6,000 for which federal-aid participation will be requested. The estimated date of completion is July 27, 1972. No delay to the State's construction is anticipated.

Pacific Northwest Bell Telephone Company owns 21 poles in conflict with the project which are located on public road right of way. The cost of relocating these poles is non-reimbursable. PNB was notified by letter on January 19, 1972 of their conflicting facilities and they have agreed to make the necessary relocations. The work is now in progress. PNB is burying their line on highway right of way and anticipate that this portion of the work will be completed on July 7, 1972. It is estimated that the company will complete their cable splicing by August 18, 1972. No delay to the State's construction is anticipated.

9. CLEAR CREEK BRIDGE SECTION
Project No. EHS-RS-264(6) Grade, Pave and Structure

Portland General Electric Company owns 2 poles which are located on public road right of way and, therefore, are non-reimbursable. The company was notified of their conflict by letter on June 15, 1972 and they have agreed to make the necessary relocation. The estimated date of completion is August 25, 1972. No delay to the State's construction is anticipated.

Cascade Utilities, Inc. owns 4 telephone poles located on public road right of way which conflict with the proposed project. Their adjustment is non-reimbursable. The company was notified by letter on June 15, 1972 of their conflicts and they agreed to make the necessary adjustments. The estimated date of completion of their work is August 25, 1972. No delay to the State's construction is anticipated.

10. 4TH STREET-WASHINGTON AVENUE (BAKER) SECTION
Project No. EHS-T-5004(3) Signals

The project was field checked at the time the plans were prepared. As far as can be determined until the project is staked, it will be possible to make minor adjustments in the proposed installation to avoid any utility conflicts. Should any utility adjustment be required, it will be performed at no cost to the State after the project has been awarded, but prior to the arrival of the signal equipment to be installed by the contractor. No delays to the State's construction is anticipated.

11. ARNOLD ICE CAVES ROAD-HORSE RIDGE SECTION
Project No. FLH-6(1) Grade and Pave

United Telephone Company of the Northwest owns 2 telephone poles which are in conflict with the proposed project. These are located on public road right of way and, therefore, are non-reimbursable. The company was notified by letter on April 25, 1972 of their conflicting facilities and they have agreed to make the necessary relocations. The estimated date of completion is July 27, 1972. No delay to the State's construction is anticipated.

12. SOUTH FORK MALHEUR RIVER-MALHEUR CAVES ROAD SECTION
Project No. FLH-8(4) Grade and Pave

No utilities are in conflict with this project.

13. BLIND SLOUGH (BARENDSE ROAD) BRIDGE
No project number Grade, Pave and Structure

Clatsop County was advised by our letter dated March 22, 1972 that Knappa Telephone Company, Pacific Power and Light Company, and Knappa Water District owned facilities which are in conflict with the proposed construction. The State-City agreement obligates the County to cause the adjustment, relocation or removal of the utility facilities in conflict with the project. The County has agreed to contact the companys.

14. NORTH SANTIAM RIVER (GREENS) BRIDGE SECTION
Project No. EHS-S-390(4) Structure

The County has retained a private consultant to design this structure. The proposed County-State agreement will obligate the County to cause the relocation or adjustment of any conflicting utility facilities.

15. SOUTH PACIFIC BOULEVARD-FERRY STREET (ALBANY) SECTION
Project No. EHS-10-5001(2) Grade, Pave and Signals

There are utilities in the area, no plans are available for a field check at this date.

I certify to the best of my knowledge the above statements are correct in regard to utility negotiations for the projects listed above.

C. T. Keasey
Construction Engineer
By Phil Toreton
(For) T. W. Litchfield
Railroad and Utility Engineer

PGP:dl
cc: A. E. Johnson
F. L. Hall
V. E. Skoog
D. H. Moehring
C. G. Swenson
R. N. Chase (19)

RECEIVED
JUN 29 1972
STATE HI

RECEIVED
JUN 1 1972
FOR FILING

7884

June 15, 1972

TO Glen L. Green, Acting Division Engineer
Federal Highway Administration
Post Office Box 3500
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT Program Data Submission
Project EHS-RS-264(6)

We are submitting program data for one Rural Secondary Project, Item No. 7, Project No. EHS-RS-264(6), "Clear Creek Bridge Section", which we desire to have included in the Federal-aid Rural Secondary Highway Program.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on July 27, 1972.

Public Hearing (PPM 20-8) and 3c Planning (PPM 30-9) requirements for this project were waived by FHWA under Memorandum dated February 17, 1972.

Enclosed is one copy each of State and District 2 Clearinghouse letters of approval dated February 2, 1972 and February 22, 1972, respectively.

Enclosures
JB:kds

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-15-72

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 211 6.07 mi. S'ly of Estacada	ADT	1,100*	2,100	92	10	Oregon	35	075	7

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
H.T. Pave., One Bridge								EHS-RS-	264	(6)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Clackamas	005	1 OR X 2

AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
	S	140	161	

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 211 6.07 mi. S'ly of Estacada (MP 27.33)						Gr., Dr., 2-12' lanes H.T. pave with 4' shldrs. Widen exist. bridge to H.C. of 32' (length 150')
ROW								
CONST (CODE) X080 6201		"Clear Cr. Bridge Section"	0.13	175,000	111,200	63,800		ROW-105'min.; Access control-none; Parking restrictions-none.
		PROJECT TOTALS	0.13	175,000	111,200	63,800		

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

-OVER-

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

6-15-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD												
CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): SR 211 6.07 mi. S'ly of Estacada	ADT	PRESENT: 1,100*	FUTURE: 2,100	YEAR: 92	REGION: 10	STATE NAME: Oregon				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., H.T. Pave., One Bridge	NATL. FOREST	FH ROUTE NO.	SUPV. DIST.	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S): EHS-RS-	NUMBER: 264		
CARD 4	CLASS OF FEDERAL FUNDS: Rural Secondary	NAME OF URBAN AREA	COUNTY NAME: Clackamas	ROUTE NO.: S	FEDERAL-AID: 140	STATE: 161	U.S.					

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		SR 211 6.07 mi. S'ly of Estacada (MP 27.33)					
5					ROW							
5					CONST (CODE) X080 6201		"Clear Cr. Bridge Section"	0.13	175,000	111,200	63,800	
							PROJECT TOTALS	0.13	175,000	111,200	63,800	

CARD 1 | CODE 1 | PREPARED BY

1 | 14 | PROGRAM APPROVAL DATES

REMARKS

CLEAR CREEK BRIDGE SECTION

PROJECT EHS-RS-264(6)

:
wo 10' bituminous surfaced lanes with 5' shoulders.
50' RCDG bridge over Clear Creek; H.C. 20'; H-15 loading.

s: Same as above-described roadway.

he project consists of grading and draining two 12-foot lanes
avement with 4-foot paved shoulders; widening the northerly
side of the existing bridge 12 feet to provide a horizontal
2 feet using prestressed concrete slab deck 150 feet in length;
rd rail, as required, at each end of the structure.
is 167 for this location and therefore the 32' structure and
falls within the minimum standard allowed under the Sec-
lan. The DHV is based on the 30th Peak Hour (15.2% of ADT)
age 178, (under Colton 03-014 permanent traffic recordes) of
olume Tables for 1970", OSHD Publication No. 71-1.

R-37 : Structure widening (Type Code X080) estimated cost
Roadway (Type Code 6201) estimated cost---$72,000.

Railroads, Airports, Water Development, Historical and
eas: None involved

PPM 20-8) and 3c Planning (PPM 50-9) Requirements: Waived
er Memorandum dated February 17, 1972.

mental Declaration: Submitted December 8, 1971 and concurred
ecember 21, 1971.

t 2 Clearinghouse: Approvals dated February 2, 1972 and February
pectively.

Approval: Granted March 23, 1972 under the provisions of the
ad Plan.

Note: This project qualifies as "EHS" under the provisions of Section (c) "Emergency Highway Safety Program" of IM 30-5-71 and concurred by FHWA under Memorandum dated December 28, 1971.

CLEAR CREEK BRIDGE SECTION

PROJECT EHS-RS-264(6)

Existing Facility:
Roadway---Two 10' bituminous surfaced lanes with 5'shoulders.
Structure---150' RCDG bridge over Clear Creek; H.C. 20'; H-15 loading.

Adjacent Sections: Same as above-described roadway.

Project Data: The project consists of grading and draining two 12-foot lanes of high-type pavement with 4-foot paved shoulders; widening the northerly (downstream) side of the existing bridge 12 feet to provide a horizontal clearance of 32 feet using prestressed concrete slab deck 150 feet in length; installing guard rail, as required, at each end of the structure.

* Note: The DHV is 167 for this location and therefore the 32' structure and roadway width falls within the minimum standard allowed under the Secondary Road Plan. The DHV is based on the 30th Peak Hour (15.2% of ADT) as shown on page 178, (under Colton 03-014 permanent traffic recordes) of the "Traffic Volume Tables for 1970", OSHD Publication No. 71-1.

Data for Form PR-37 : Structure widening (Type Code X080) estimated cost ---$103,000. Roadway (Type Code 6201) estimated cost---$72,000.

System Action, Railroads, Airports, Water Development, Historical and Recreational Areas: None involved

Public Hearing (PPM 20-8) and 3c Planning (PPM 50-9) Requirements: Waived by FHWA under Memorandum dated February 17, 1972.

Negative Environmental Declaration: Submitted December 8, 1971 and concurred in by FHWA December 21, 1971.

State and District 2 Clearinghouse: Approvals dated February 2, 1972 and February 22, 1972, respectively.

Location/Design Approval: Granted March 23, 1972 under the provisions of the Secondary Road Plan.

Note: This project qualifies as "EHS" under the provisions
"Emergency Highway Safety Program" of IM 30-5-71 a
by FHWA under Memorandum dated December 28, 197

RECEIVED
JUN 19 1972
FOR FILING

7884

RS

June 15, 1972

Executive Department
Federal Aid Coordination Unit
240 Cottage St. S. E.
Salem, OR 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-01 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Rural Secondary project.

Item No.	Project No.	Section Name & PNRS No.
7	RRS-RS-26-(6)	Clear Creek Bridge Section PNRS #7201-2-06

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Enc.

cc R. N. Chase
B. L. Gifford

JB:kds

RECEIVED
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June 15, 1972

To Oregon State Highway Commission

From F. B. Klaboe
Acting State Highway Engineer

Subject Finance Approval
Canyon Creek and Clear Creek Bridges
Woodburn-Estacada Highway, Clackamas County

The surveys for the Canyon Creek and Clear Creek Bridges on the Woodburn-Estacada Highway in Clackamas County have been completed. The existing narrow bridges have qualified as emergency highway safety projects for improvement. The Federal Highway Administration has approved our request for waiver of notice of intent, environmental reports, and hearings.

The Canyon Creek Bridge, to be let June 29, 1972, will be widened on the downstream side, thus providing bridge and approaches with roadway width sufficient for two 12-foot travel lanes with minimum 6-foot shoulders. The estimated cost is $120,000.

The Clear Creek Bridge, scheduled for letting in July, will be widened on the downstream side to a horizontal clearance which will provide two 12-foot travel lanes with 4-foot shoulders. The estimated cost is $175,000.

I recommend these projects, as they were tentatively approved on Program XII for the expenditure of Federal-aid Secondary funds.

This matter will be on the agenda for your consideration and approval at the June 27 meeting..

cc Floyd Query
George M. Baldwin
Tom Edwards
E. S. Hunter
L. H. Young
V. E. Skoog
F. L. Hall
H. S. Cox
Ben Gifford
Gary Ross
Gary Sund

BLG:dg ms

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JUN 10 1972
OF OREGON
STATE
1859
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7884

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

June 7, 1972

cc's sent 6/9/72:

E. S. Hunter
L. H. Young
W. J. Hart (5)
C. G. Swenson
W. H. Teabeau
F. E. Terpin (5)
W. E. Schwartz (2)
L. W. Rulien (4)
J. B. Boyd (6)

Mr. George M. Bladwin
Administrator of Highways
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

We are replying to your letter of May 31, 1972, in which you requested our comments on five projects to be let July 27, 1972.

At this time we can comment on four of the projects as follows:

1. Clear Creek Bridge Section
   Woodburn-Estacada Highway
   Clackamas County

2. Sanderson Bridge Section
   Albany-Lyons Highway
   Linn County

3. Blind Slough (Barendse Rd.) Bridge Section
   FAS 757
   Clatsop County

4. Bully Creek (Greenfield Rd.) Bridge Section
   FAS 23-107
   Malheur County

NOTED
E. S. HUNTER

On the clear Creek Bridge Section and the Sanderson Bridge Section, we have submitted stipulations through the material removal permits, and this should suffice for protection of fish life.

Regarding Blind Slough Bridge (FAS 757), we submitted recommendations via a letter on January 17, 1972, asking that construction in and adjacent to the water be confined to a period from June 1 to September 1 in the interests of both fish life and the angling public.

On Bully Creek Bridge Section (FAS 23-107), we do not anticipate any wildlife resource problems.

We will reply as soon as possible on Fern Rock Creek-South Fork Gales Creek Section, after our district biologist has reviewed the plan.

Thank you for the opportunity to comment.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. FCO

RECEIVED
JUN 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 13 1972

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

1881

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member

June 6, 1972

cc: E. S. Hunter
L. H. Young
W. J. Hart (4)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (4)
L. W. Rulien (4)
J. B. Boyd (6)

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Attention Frank Hall

Dear Mr. Baldwin:

The following proposed projects transmitted to us by your letter dated May 31, 1972 have been examined.

1. Clear Creek Bridge
2. Sanderson Bridge
3. Blind Slough Bridge

NOTED
E. S. HUNTER

The above three proposals are located on streams which require fish passage during construction. Also, we are concerned that water quality standards be maintained in these streams.

Our comments regarding item 4, Fern Rock Creek will be forthcoming pending review by our area biologist.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

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JUN 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 8 1972
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To
Bring Up ___/___/___
Other

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JUN 6 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 •

7884

May 31, 1972

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Gentlemen:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, herewith are preliminary plans for the following project scheduled for contract letting July 27, 1972.

1. Clear Creek Bridge Section
   Woodburn-Estacada Highway
   Clackamas County

2. Sanderson Bridge Section
   Albany-Lyons Highway
   Linn County

3. Blind Slough (Barendse Rd.) Bridge Section
   FAS 757
   Clatsop County

NOTED
E. S. HUNTER

4. Fern Rock Cr.-S. Fork Gales Creek Section
   Wilson River Highway
   Tillamook and Washington Counties

Your special attention and recommendations will be appreciated.

cc: E. S. Hunter
L. H. Young
W. J. Hart (4)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (4)
L. W. Rulien (4)
J. B. Boyd (6)

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

RECEIVED
JUN 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Enclos.

FORM S-30 (12-67)

Keep

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

7884

Salem, Oregon
March 22, 1972

To: Mr. F. B. Klaboe
Deputy State Highway Engineer

B U I L D I N G

SUBJECT: Location/Design Approval
Clear Creek Bridge Section
Project EHS-S-264(-)
Woodburn-Estacada Highway
Clackamas County

From: L. H. Young
L. H. Young
Programing Engineer

We hereby request, under the provisions of the Secondary Road Plan, your approval of the location/design as described hereinafter and in the enclosed study report data for the proposed Clear Creek Bridge Section of the Woodburn-Estacada Highway (FAS 140) in Clackamas County.

Location/Design:

a. The location is the existing highway facility at M.P. 27.33.

b. The design consists of widening the existing 20-foot horizontal clearance bridge on the northerly (downstream) side to provide a 32-foot horizontal clearance and reconstruct the approach roadway to provide two 12-foot paved travel lanes with 4-foot shoulders. The overall length of the project is approximately 0.21 of a mile.

More complete location/design details are contained in the enclosed study report, which report consists of the following documents:

1 copy Location Section Report, March 7, 1972
1 copy Traffic Section Report, December 1, 1972
1 copy Plan, Profile and Typical Sections

The Highway Division has considered the enclosed study report as well as the social, economic and environmental effects and has concluded the hereinabove-described location/design is suitable for the proposed highway project.

Public hearing (PPM 20-8) and 3c planning (PPM 50-9) requirements for this project were waived by FHWA Memorandum dated February 17, 1972.

Negative Environmental Declaration submitted December 8, 1971, received FHWA concurrence on December 27, 1971. A copy is enclosed.

The project received State and District 2 Clearinghouse approvals on February 2, 1972 and February 22, 1972, respectively.

The location/design for which we are requesting your approval has been published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

ENC:bb

Enc.
cc: Tom Edwards
E. S. Hunter
L. H. Young
V. D. Wolfe
F. L. Hall
H. S. Cox
R. N. Chase
B. L. Gifford

Endorsement to Programing Section
March 23, 1972

Location/Design Approved

F. B. Klaboe
Deputy State Highway Engineer

March 7, 1972

LOCATION SECTION STUDY REPORT
CLEAR CREEK BRIDGE SECTION
WOODBURN-ESTACADA HIGHWAY
CLACKAMAS COUNTY

Following is a project description on the Clear Creek Bridge Section. The need for a public hearing was waived per Federal Highway Administration memorandum 10-35-FA dated February 17, 1972.

The proposed facility will be a two-lane highway having 12-foot travel lanes and 4-foot shoulders.

The proposed project consists of widening the existing 20-foot bridge to a 32-foot width, with the majority of the widening planned for the northerly or downstream side of the existing bridge. It will also be necessary to reconstruct the existing bridge approaches to meet the proposed widened structure. The total length of the project is 0.12 of a mile.

No families, businesses, farm operations or nonprofit organizations will be displaced by the proposed project.

Any seeding, mulching or landscaping necessary to protect the environment and enhance the esthetics of the area will be included in the proposed project. Also, any signing or traffic protection devices necessary to protect the public will be included in the project.

DEK:jp

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 1, 1971

To:

Victor D. Wolfe
Location Engineer

B U I L D I N G

SUBJECT:

Public Hearing Documentation
Clear Creek Bridge Section
Woodburn-Estacada Highway
Clackamas County

The need for an improved facility on the Clear Creek Bridge Section of the Woodburn-Estacada Highway is evident when future traffic volumes are compared with the capacity of the existing facility. The horizontal and vertical alignment on this section of highway makes it unsafe for motorists to pass for at least 80 percent of its length. There are several horizontal curves with a safe speed of only 30 MPH. The lanes are ten feet in width and gravel shoulders of four feet in width.

During 1970, the average daily traffic for this section was 1,100 vehicles. Truck traffic amounts to 22 percent of the total daily traffic. The projected 1990 average daily traffic for this section of the Woodburn-Estacada Highway is 2,100 vehicles. The computed capacity of the existing highway is 1,600 vehicles daily.

During the period from January 1, 1966 through December 31, 1968, for eight months of 1969, and for the year 1970, the accident rate for this section of highway was 2.19 accidents per million vehicle miles. This compares with the statewide accident rate for similar types of highways of 3.22 accidents per million vehicle miles.

Public utilities which may be affected by construction of this facility are Portland General Electric Company and Estacada Telephone Company (Cascade Utilities Incorporated).

Robert E. Royer
Planning Engineer

TS:ap
cc: Don Keyes
Stu Couper
Location

SP 50075-794

7884

March 13, 1972

ENTERPRISE-COURIER, Oregon City 97045
CLACKAMAS COUNTY NEWS, Estacada 97023
PIONEER, Molalla 97038

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Commission's notice relative to State's proposed approval for construction on the Clear Creek Bridge Section of the Woodburn-Estacada Highway (ORE 211) approximately six miles southerly of Estacada, Clackamas County, Oregon.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, March 16, 1972, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. L. W. Rulien, Regional Engineer in Milwaukie, 654-7741, ext. 262.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DMM:ljt
Att: Notice

cc: Clackamas County Public Works Dept.
Federal Highway Administration
Programing Section
Planning Section
Accounting: 103-1433-980
County and City
Public Affairs
L. W. Rulien, Region 1

George M. Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
V. D. Wolfe
F. L. Hall
W. J. Hart
L. H. Young
D. H. Moehring
R. H. Chase

NOTICE REQUESTING HIGHWAY
LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, after study of the engineering, environmental, and socio-economic aspects, is considering the location-design approval for right-of-way acquisition and/or construction of the Clear Creek Bridge Section on the Woodburn-Estacada Highway (ORE 211) approximately six miles southerly of the City of Estacada, Clackamas County, Oregon.

The proposed project will consist of widening of the existing 20-foot bridge to a full 32-foot structure providing two 12-foot travel lanes with 4-foot shoulders. New approach fills will be constructed to a 32-foot width consistent with the structure.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying if interested persons desire.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

DNH:ljt
3/13/72

ENTERPRISE-COURIER, Oregon City
CLACKAMAS COUNTY NEWS, Estacada
PIONEER, Molalla

RECEIVED
FOR FILING

EXECUTIVE DEPARTMENT

78844

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

LOCAL GOVERNMENT RELATIONS DIVISION

PUBLIC SERVICE BUILDING • • • • • SALEM, OREGON 97310

February 29, 1972

Mr. L. H. Young
Program & Planning Engineer
Highway Division
Highway Building
Salem, Oregon 97310

Re: Clear Creek Bridge Section
Woodburn-Estacada Highway
PNRS #7201 2 060

Dear Mr. Young:

Subsequent to writing the approval letter for your above listed project we have received additional comments from the Game Commission. They are listed below.

"1. Do not operate equipment in flowing stream any more than absolutely necessary.

"2. Bridge footings should not restrict stream channel.

"3. Water off freshly poured concrete should not be allowed to enter stream.

"4. Fill material should be kept out of stream.

"5. Exposed soil areas should be seeded with grass."

These suggestions should be taken into consideration during time of construction.

Sincerely,

Wm. C. Kramer, Supervisor
Federal Aid Coordination Section

cc: March 1, 1972
R.E. Simpson FHWA
E.S. Hunter
D.H. Moehring
R.E. Royer
H.S. Cox
B.L. Gifford
H.S. Coulter
D.R. Adams
L.W. Rulien

NOTED
E. S. HUNTER

RECEIVED
MAR 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

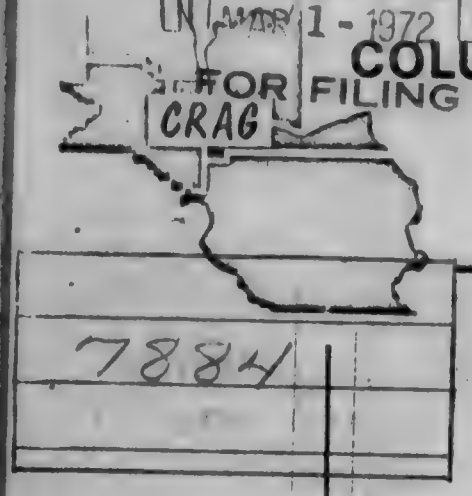
WCK:ml

cc: Johnson
State
Hall

BEN GIFFORD

NOTED
R. D. ASBURRY

MAR 1 1972



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MAR 1 - 1972
FOR FILING
CRAG

7884

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S.W. CANYON COURT
PORTLAND, OREGON 97221
(503) 297-3726

February 22, 1972

CLACKAMAS COUNTY
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
West Linn

CLARK COUNTY
Camas
Vancouver
Washougal

COLUMBIA COUNTY
Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY
Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

Mr. L. H. Young
Programming Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon

Dear Mr. Young:

CRAG has reviewed the notice of intent to apply for federal assistance in funding work on the Clear Creek Bridge Section of the Woodburn-Estacada Highway in Clackamas County. This appears to be an extremely worthwhile project and we endorse your intention to fund it.

The description of this project is not completely clear as to whether you intend to replace an existing structure or if it is written to only widen the existing structure. In the event that widening is the approach that you are proposing, the question remains as to what will be done with respect to the sub-standard load limit. We think that it would be a mistake to make major revisions to this structure without bringing its load carrying capabilities up to present day standards.

Sincerely,

Homer C. Chandler
Executive Director

HCC:gh

cc: February 28, 1972
R.E. Simpson, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
H.S. Cox
B.L. Gifford
H.S. Coulter
John Sheldrake
L.W. Rulien
W.J. Hart

RECEIVED
FEB 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

NOTED
R. D. ASBERRY

BEN GIFFORD
1/6

Ben Chan
2-24-72.

FEB 23 1972

RECEIVED
FEB 22
FOR FILE

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 17, 1972

In reply refer to: 10-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EHS-S-264(-)
Clear Creek Bridge - Woodburn - Estacada Highway
Waiver of Public Hearing Requirements

Based on the information furnished in Mr. Asburry's February 8 letter on the above subject and in accordance with the provisions of IM 30-5-71 the public hearing requirements for this project are waived. This project is located outside of the Portland urban area and therefore 3-C planning requirements are not applicable.

2-23-72

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FEB 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
MAR 1 - 1972
FOR FILING

REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

February 11, 1972

RECEIVED
FEB 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

REPLY TO ATTN OF: 10A M/S 409

7884

Mr. Tom Edwards
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Edwards:

This will acknowledge receipt of Notices of Intent to apply for federal-aid assistance on the following:

Clear Creek Bridge Section
Woodburn-Estacada Highway
Clackamas County
S. W. Capitol Hwy.-N. Tigard Intchge. Sec.
Pacific Highway (I-5)
Multnomah County

This agency does not need additional information, nor do we wish to comment on these proposals at this time. Thank you for furnishing the notices.

cc: February 16, 1972
R.E. Simpson, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
W.D. Albright
W.H. Tebeau
Roger Trygstad
H.S. Cox
H.S. Coulter
L.W. Rulien
D.R. Adams
W.J. Hart

Sincerely,

Harold E. Geren
Chief
Land & Water Section

NOTED
R. D. ASBURRY

2-14-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
FEB 14 1972
PROGRAM & PLANNING
DIVISION

cc

RECEIVED
FEB 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BEN GIFFORD
2-16-72

NOTED
E. S. HUNTER

FILED
FEB 9 - 1972
FILING
7884

February 8, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97303

Clear Creek Bridge
Project BRS-S-264(-)
Woodburn-Estacada Highway
Clackamas County

Dear Sir:

We hereby request a waiver of the 3c planning requirement (PPM 30-9) and the public hearing requirement (PPM 20-8), as provided under the section "Emergency Highway Safety Program" of IM 30-5-71, be granted for the subject project.

The proposed project consists of the widening of the existing narrow (H.C. 20') structure on the northerly side to provide a 32' horizontal clearance and widening the approach roadway to provide 2 - 12' lanes of high-type pavement with 4' shoulders. This roadway widening will require two parcels of right of way (approximately 0.4 acre and 0.2 acre) for the widened roadway embankment as shown on the enclosed vicinity map and profile.

The project will not result in any such significant alteration of land use or traffic flow patterns as to require changes in any 3c planning completed or underway.

The project is of such a minor nature and magnitude that it will not affect decisions or other public works activities of concern to the clearinghouses and as stated hereinbefore will not result in any significant alteration of land use or traffic flow pattern (see enclosed vicinity map). These conditions would have allowed us to request a waiver of the clearinghouse requirement (IM 30-1-70); however, we have submitted a notice of intent for the project to the State and District Clearinghouses with a copy to your office.

The project was determined to have a negative environmental impact and on this basis a "Negative Declaration" was submitted and received concurrence of FHWA on December 21, 1971 in accordance with paragraph 6a of PPM 90-1. In view of the fact that the project was determined to have a negative environmental impact it would have been possible to have requested a waiver of "Environmental Statement Requirements" (PPM 90-1) and have been granted same.

In view of the facts that the clearinghouse (IM 50-1-70) and environmental statement (PPM 90-1) requirements could have been waived under the provisions of IM 90-5-71 and if the waiver of 3c planning requirement (PPM 50-9) is granted, we believe it is in order for the public hearing requirement (PPM 20-8) to be waived for the project on the basis of the information set forth hereinbefore.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
R. D. ASBURRY
L. M. Young
Programing Engineer

Enclosure

cc: [redacted]
F. S. Klaboe
E. S. Hunter
V. D. Wolfe
W. J. Hart
F. L. Hall
R. N. Chase
B. L. Gifford

MMC:js

RECEIVED
FEB 16 1972
FOR FILING

EXECUTIVE DEPARTMENT

78841

CAPITOL BUILDING • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

February 2, 1972

Mr. L. H. Young
Program and Planning
Highway Division
State Highway Building
Salem, Oregon 97310

Re: Clear Creek Bridge Section
Woodburn-Estacada Highway
PNRS #7201 2 060
CLACK. CO.

Dear Mr. Young:

This is to notify you that the State Clearinghouse has completed the review of this program.

Your Notice of Intent was referred to the appropriate state agencies. All respondents indicated concurrence and approval.

The Fish Commission commented:

NOTED
E. S. HUNTER

"Anadromous fish utilize Clear Creek, therefore fish passage must be provided during construction."

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the federal agency.

cc: February 10, 1972
R.E. Simpson, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
H.S. Cox
B.L. Gifford
H.S. Coulter
John Sheldrake
L.W. Rulien
W.J. Hart

Sincerely,

Cleighton Penwell

RECEIVED
FEB 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BEN GIFFORD
1/6

RECEIVED
FEB 8 1972
PROGRAM & PLANNING
DIVISION

Dear Ben
2-10-72
NOTED
L. H. YOUNG
NOTED
R. D. ASBURRY

RECEIVED
JAN 26 1972
FOR FILING

IN REPLY REFER TO:

7884

United States Department of the Interior

NATIONAL PARK SERVICE
920 N. E. 7th Avenue
Portland, Oregon 97232

January 18, 1972

Mr. L. H. Young
Programming Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Young:

This will acknowledge your Notice of Intent application to apply for federal-aid assistance for the following project:

Clear Creek Bridge Section
Woodburn-Estacada Highway
Clackamas County

We have no comments or questions regarding this project.

Sincerely yours,

Daniel F. Burroughs
Chief, Portland Field Office

By Edwin L. Arnold
Edwin L. Arnold, Acting

cc: January 20, 1972
R.E. Simpson, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
H.S. Cox
B.L. Gifford
H.S. Coulter
John Sheldrake
L.W. Rulien
W.J. Hart

NOTED
R. D. ASBURRY

RECEIVED
JAN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

BEN GIFFORD
1/6

RECEIVED
JAN 19 1972
PROGRAM & PLANNING
DIVISION

NOTED
L. H. YOUNG

EXECUTIVE DEPARTMENT
LOCAL GOVERNMENT RELATIONS DIVISION
FEDERAL AID COORDINATION SECTION
301 Public Service Bldg., Salem, Oregon 97310

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING January 14, 1972

Distribution of information relative to these projects has been made to selected state agencies for review. If your agency was not included in the distribution and you desire tc examine and comment on any of the proposals, information will be supplied upon request.

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
72012020	Mid-Columbia Economic Development District	Central Migrant Housing Complex $550,000	Odell	9
72012030	Good Samaritan Hospital	Construction-New Facility $10,035,000	Corvallis	4
72012040	City of Shaniko	Shaniko Water System $ 42,080	Wasco County	9 NOTED F. B. KLABOE
72012050	Shady Cove Water District	Water and Sewer Facilities $ 1,230,000	Jackson County	8
72012060	Highway Division	Clear Creek Bridge Section Woodburn-Estacada Highway $ 175,000	Clackamas County	2
72012070	Personnel Division	Pre-Retirement Counseling Program $ 106,654	Statewide	
72012080	State Library	Lake Oswego Public Library Library Services Improvement $ 18,250	Lake Oswego	2

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JAN 19 1972
7884

1-18-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
72012090	State Library	Southern Wasco County Library Books and Equipment $ 1,700	Wasco County	9
72012100	State Library	Library Association of Portland Service at Drop-in Centers $ 6,000	Portland	2

REPORT OF ENVIRONMENTAL IMPACT STATEMENTS

72014010	Highway Division	Warren Scappoose Unit Columbia River Highway	Columbia County	2
72014020	Highway Division	Industrial Freeway I-505	Multnomah County	2
72014030	Ross C. Hammond Co., Inc. (HUD Housing)	Country Club Apartments	Eugene	5

* * * * * * * * * * *

The United States Department of Interior, Bureau of Outdoor Recreation, Boise, has notified us that its study of the Applegate Division, Rogue River Basin Project has been placed on an inactive status until economic conditions are more favorable. See attached summary.

* * * * * * * * * * *

To facilitate computerizing the information relative to federal grants within the State of Oregon, the Clearinghouse has switched to a new numbering system effective the first of January, 1972. The first two digits indicate the year, the second two digits indicate the month and the last four digits indicate internal filing system.

PLAN SUMMARY

Applegate Valley Division of the Rogue River Basin Project would be a single-purpose irrigation development. Plan formulation is based upon development of an irrigation plan using water supplies from the authorized Corps of Engineers' Applegate dam and reservoir.

Economic evaluations of various alternative schemes indicate that a plan utilizing pumping from Applegate River directly into buried pipeline distribution systems, and providing sprinkler pressure, resulted in the most favorable comparison of direct benefits with associated costs.

Under this plan, irrigation service would be provided to 6,590 acres of presently dry irrigable lands and 750 acres, presently irrigated, which have an inadequate water supply. Water supplies would be obtained primarily from storage in Applegate reservoir although some natural streamflows and irrigation return flows would be used. Storage for irrigation would be released from the reservoir into Applegate River and would be diverted at four downstream pumping plants near the communities of Ruch, Provolt, Newhope, and Wilderville. All new lands would be served by buried pipeline distribution systems with adequate pressure for sprinkler irrigation. Lands to receive supplemental water would continue to use existing systems and natural flow supplies. Supplemental water would be provided at diversion points from project return flows, exchanges with prior natural flow rights, and gravity releases from the pipeline system into Williams Creek.

Based on comparisons of direct benefits with specific irrigation costs, without storage costs, development of Applegate Valley Division for irrigation is not economically justified using an interest rate of 3-1/4 percent. Also, under these conditions the irrigators would be able to repay only 10 percent of the irrigation distribution system costs and nothing for stored irrigation water in a 50-year period. Since 1967 construction costs have increased 30 percent and the interest rate has increased to 5-3/8 percent, but benefits have not increased appreciably.

Studies were made of several alternative plans with variations in an effort to develop a justifiable plan for providing an adequate water supply to both irrigated and nonirrigated lands in the valley. However, all of the plans failed to meet the minimum conditions of economic justification.

Several factors or circumstances have led to this lack of justification of the Applegate Valley Division; however, two are most apparent. The first is the absence of any large contiguous blocks of irrigable lands which means that an extensive and costly distribution system is required. The second is the absence of other functions to jointly use facilities and share in project costs.

RECEIVED
JAN 7 - 1972
FOR FILING

7884

January 6, 1972

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 2 — Clear Creek Bridge Section
Woodburn-Estacada Highway
Federal Aid Secondary — Clackamas County

The estimated date of filing for federal-aid funds on this project is March 31, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

Tom Edwards
State Highway Engineer

By

L. H. Young
Programming Engineer

Attachment

HLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
H. S. Cox
B. L. Clifford
R. N. Chase
H. S. Coulter
John Sheldrake
L. W. Rulien
W. J. Hart

RECEIVED
JAN 7 - 1972
FOR FILING

7884

January 6, 1972

Columbia Region Assn. of Governments
6400 S. W. Canyon Court
Portland, Oregon 97221

Gentlemen:

Attached for your review and comments as District Clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal Aid Secondary — Clear Creek Bridge Section
Woodburn-Estacada Highway
Clackamas County

The estimated date of filing for federal-aid funds on this project is March 31, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

Tom Edwards
State Highway Engineer

By

L. H. Young
Programming Engineer

Attachments

HLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
W. J. Hart
D. H. Moehring
R. E. Royer
H. S. Cox
B. L. Gifford
R. N. Chase
H. S. Coulter
John Shaldrake
L. W. Rulien

RECEIVED
JAN 7 - 1972

7884

January 6, 1972

TO ALL INTERESTED FEDERAL AGENCIES

Gentlemen:

In accord with paragraph 5 of the Federal Highway Administration Policy and Procedure Memorandum 20-8, attached is a Notice of Intent application to apply for federal-aid assistance.

Clear Creek Bridge Section
Woodburn-Estacada Highway
Clackamas County

If your agency needs additional information or wishes to comment on these proposals, please advise the Program and Planning Section, State Highway Division, Salem, Oregon

Very truly yours,

Tom Edwards
State Highway Engineer

By

L. E. Young
Programming Engineer

U.S. Dept. of Agriculture
U.S. Dept. of Housing
U.S. Dept. of Interior
Bureau of Outdoor Recreation
Federal Aviation Admin.
Bureau of Sports Fisheries & Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency
National Oceanic and Atmospheric Admin.
Division of River Basin Studies
Bureau of Land Management

Attachments

RLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
R. N. Chase
B. L. Gifford

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Clear Creek Bridge Section
Woodburn-Estacada Highway
Clackamas County

January 6, 19 72

FROM: Applicant Agency State Highway Division Salem, Oregon
(Address)

Contact Person L. H. Young 378-6563
(Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District two (2) City - - -

County Clackamas Special District(s) (if applicable) CRAG

Other affected jurisdictions/agencies - - -

3. **Federal Program**

Common Program Name Federal-Aid Secondary

Authorizing Legislation Title 23 U.S.C. Highways
(Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application

---

4. **Estimated Project Cost**

Federal Share $ 105,000
Loan ..... Grant X
Local Applicant Share ( )
(if any) $

State Agency Share $ 70,000

Other (Specify) $

Total $ 175,000

Source of State Agency Share

General Fund $

Other Funds (specify) $ 70,000 Highway

Indirect Cost Reimbursement

No X Yes ..... $ (Approx)

Will Federal share change: No X

Yes, from .....% to .....%

When .....

5. **Period Covered by Projects**

Beginning date ..... May 1972
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) ..... 12 months

Approximate ending date ..... June 1973

Will renewal be requested? Yes ..... No ..... X .....

6. **Estimated Application Filing Date** ..... March 31, 1972

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

CLEAR CREEK BRIDGE SECTION, WOODBURN-ESTACADA HWY., CLACKAMAS COUNTY

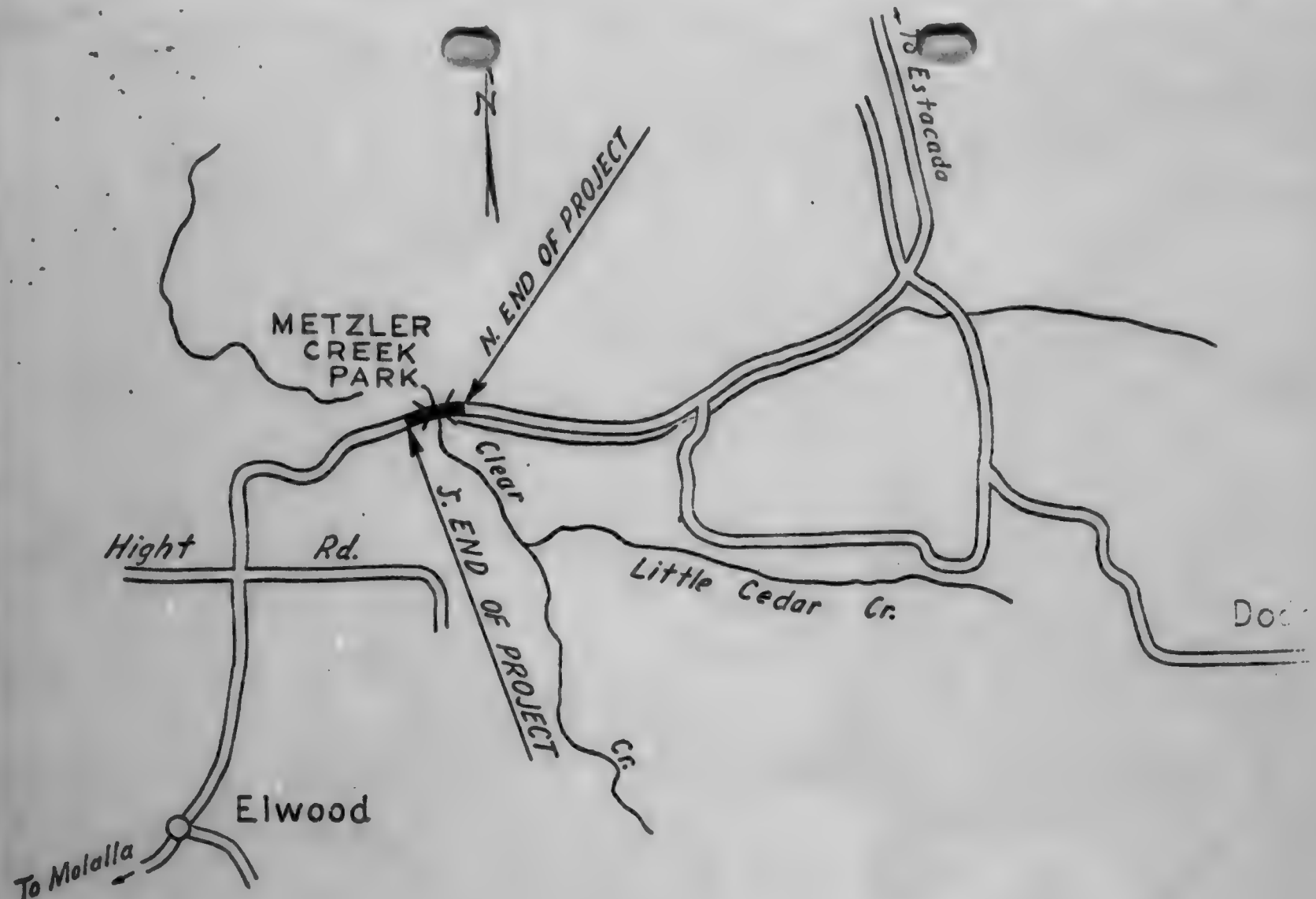
This project will consist of preliminary engineering acquisition of right-of-way, grading, paving, structure and incidental work required to widen a very narrow bridge which has a substandard load limit, 20-foot roadway width, and constructed in 1931.

The length of this section is 0.2 mile and the 1971 ADT is 1,100 and the projected 1991 ADT is 2,100. The existing bridge is relatively short, 150 feet and causes a dangerous bottleneck to traffic. The proposal is to widen the existing structure to a full 32-foot width which will accommodate two 12-foot travel lanes with 4-foot shoulders. This bridge is in an undeveloped rural area not justifing sufficient use by pedestrians or bicyclists to construct sidewalks.

The effect upon human environment by this project is considered to be insignificant and a negative declaration statement will be prepared substantiating this decision.

This project is related to the Goals for a Livable Oregon by eliminating a narrow roadway traffic hazard thus up-dating this portion of the Federal-Aid Secondary system for increased traffic safety and capacity.

See attached map for geographical location.



OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

CLEAR CR. BRIDGE SEC.

WOODBURN - ESTACADA HWY

CLACKAMAS COUNTY

RECEIVED
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 28, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects, Clackamas County -
S-226(-), Wrights Bridge, Hwy 160
S-264(-), Canyon Creek Bridge, Hwy 161
S-264(-), Clear Creek Bridge, Hwy 161
Emergency Highway Safety Program

Your request to include the above three structures under the Emergency Highway Safety Program is approved.

This supplements our letter of December 8 in which we raised a question concerning the replacement of these bridges as they relate to the bridge priority system. Mr. Edwards' December 27 letter indicated that these three bridges would be considered priority bridges when the priority listing is completed early in 1972.

NOTED
E. B. KLASOE

1-4-72
REFERRED TO
Young
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
DEC 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Fly Visits

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FOR FILING
7884

December 27, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

4644

Dear Sir:

Re: Emergency Highway Safety Program
S-226 (-), Wrights Br., Hwy. 160
S-264 (-), Canyon Cr. Br., Hwy. 161
S-264 (-), Clear Cr. Br., Hwy. 161
Clackamas County
Your Ref. 08-35-DA

Reference is made to your December 10 letter concerning the possible effect of the Division's Bridge Priority System being developed from the current bridge maintenance inspection and inventory upon programming of the subject three bridge projects.

It is anticipated that we will have a priority list from the bridge inspections and inventories by July 1, 1972. The three subject bridge meet the requirements which would place them as priority bridges for replacing and widening when this list is completed.

Therefore, we request your approval and concurrence of the previous request to include these three bridges within the emergency highway safety program.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

bc R. L. Porter
F. B. Klaboe
L. H. Young
E. S. Hunter
B. L. Gifford
R. N. Bothman
RNB:mp ms

RECEIVED
DEC 1 1971
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

7880

12-10-71

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE:

In reply refer to: 08-35-DA

SUBJECT: Emergency Highway Safety Program
S-226(-), Wrights Br., Hwy 160, MP 12.44
S-264(-), Canyon Cr. Br., Hwy 161, MP 21.54
S-264(-), Clear Cr. Br., Hwy 161, MP 27.33
Clackamas County

4644

Your November 29, 1971 letter requested approval for replacing one narrow bridge and widening two other narrow bridges on the FAS system in Clackamas County under the EHS program.

I agree that these structures would be eligible for EHS financing. Consideration should also be given to the bridge priority system you are developing from the bridge maintenance inspections. Please let us know if this would affect your programming.

RECEIVED
DEC 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Parker
RD

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

12 14-71

7884

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Clear Creek Bridge
Highway: Woodburn-Estacada (FAR 140)
County: Clackamas
Prefix: 103-1433

Res. Engr. ____
Approx. Length 0.15± mile
Sta. 1441± to Sta. 1449±
Date December 14, 1971

Mean Truck A.D.T. 349
Traffic Coefficient 9.1
18 kip s. a. per day 138.3
(1)

Annual Precipitation 46"± (Molalla)
Frost Penetration - - - -
CBR Total Requirement 28.0"

Typical Soil

49	LL
6	PI
100	%P 10
82	%P 200
0	% Gravel
8	% C Sand
11	% F Sand
29	% Silt
52	% Clay
13	R Value
A-5	AASHO Classif.

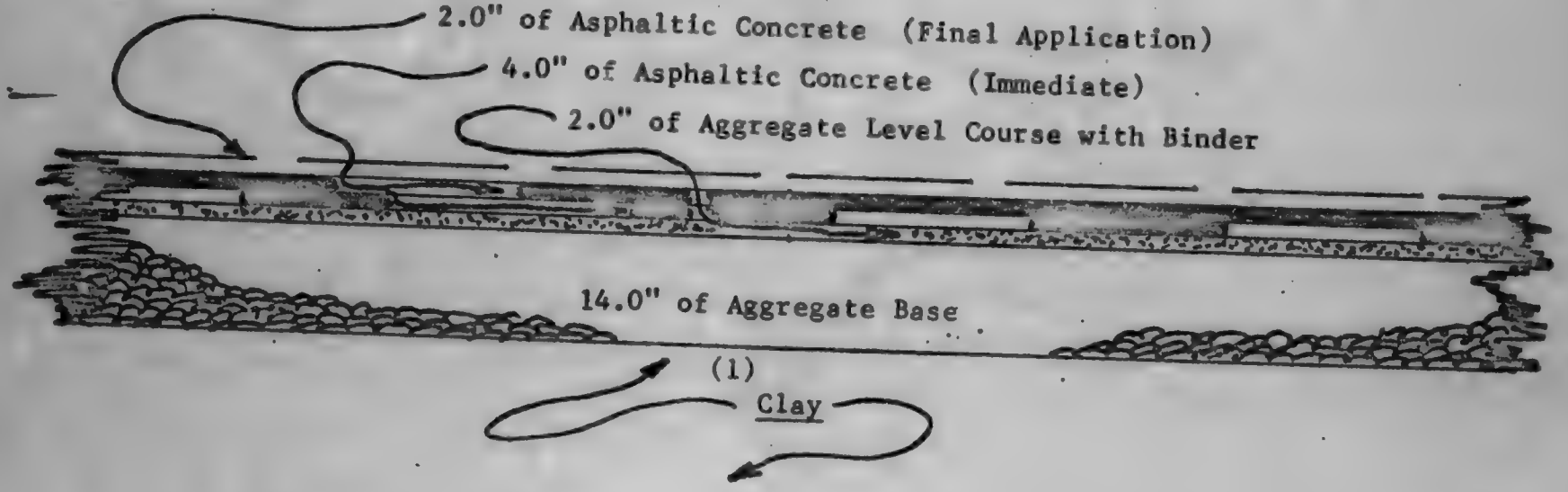
Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
4.0"	2.0"	A.C. (F.A.)
8.0"	4.0"	A.C. (I.)
2.0"	2.0"	A.L.
14.0"	14.0"	A.B.
28.0"	22.0"	

NOTED F. B. KLABOE

STRUCTURAL SECTION


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
2.0" of Aggregate Level Course with Binder
14.0" of Aggregate Base
(1)
Clay

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

Submitted by _____ State Design Engineer

Recommended by _____ Engineer of Materials and Research

Recommended by _____ Location Engineer

Approved by _____ Asst. State Highway Engineer

SECTION: Clear Creek Bridge

HIGHWAY: Woodburn-Estacada (FAR 140)

COUNTY: Clackamas

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
NONE					

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Clear Creek Bridge

HIGHWAY: Woodburn-Estacada (FAR 140)

COUNTY: Clackamas

1100 Present ADT (19 71)

22 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	40	1.9	76	58	450	26,100
3	100	1.9	190	145	1000	145,000
4	5	1.9	10	8	1250	10,000
5	95	1.9	181	138	3180	438,840
6	0	---	---	---	2570	- - - -
				349	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 619,940

TWENTY YEAR EWL 12,398,800

TRAFFIC COEFFICIENT 9.1

SECTION: Clear Creek Bridge

HIGHWAY: Woodburn-Estacada (FAR 140)

COUNTY: Clackamas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a short section and does not warrant the use of C.R.P.C.C.

RECEIVED
DEC 10 1971
FOR FILING

Final
7884

Salem, Oregon
December 9, 1971

Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Clear Creek Bridge Section
Woodburn-Estacada Highway
Clackamas County

The subject environmental statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the social, economic and environmental aspects of the project.

If you agree, please sign three copies and return same to this office for submission to FHWA for concurrence.

M. H. Tebeau
Assistant Program & Planning Engineer

Attachment

SAP:dg

cc: V. D. Wolfe
F. L. Hall
M. H. Tebeau
B. L. Gifford

RECEIVED
DEC 23

FOR FILING

OREGON STATE HIGHWAY DIVISION

7884

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 8, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Clear Creek Bridge Section
Woodburn-Estacada Highway
Clackamas County

Dear Sir:

This negative declaration is to accompany our request for location-design approval of Federal-aid Project S-264(-).

LOCATION AND DESCRIPTION OF PROJECT Clear Creek Bridge is located approximately 6 miles south of Estacada on State Highway 161, Woodburn-Estacada Highway. The proposed project is to widen the existing bridge to conform with the present roadway widths on either side of the structure.

This highway serves as the major farm-to-market and local traffic arterial for north-south travel through this portion of Clackamas County. In addition, recreation traffic utilizes this route for access to the Clackamas River Valley. The average daily traffic for this section is 1,200 vehicles, including large numbers of heavy trucks.

PURPOSE OF PROJECT The purpose is to eliminate narrow, substandard horizontal clearance and potentially dangerous conditions by widening this bridge to improve traffic mobility and safety. The present structure, a reinforced concrete deck girder, is 20 feet wide, and presents a restriction to traffic.

DISCUSSION OF ENVIRONMENTAL IMPACTS Clear Creek, a tributary of the Clackamas River, supports a resident trout population as well as runs of anadromous fish, including Chinook and Coho salmon, and steelhead. Maintaining water quality for fishery protection such as the prevention of

siltation and obstruction of streams will be covered by standard specifications in force during construction. Vegetation removal will be minor and will involve a few alder trees.

No residences or improvements will be affected by the project. There will be no 4(f) type lands involved.

BASIS FOR NEGATIVE DECLARATION The project will have little, if any, impact on the environment -- any adverse impacts will occur during construction and therefore will be short-term and minimal. The long-term favorable impact of having a wider safer bridge that will accommodate future road widening will outweigh any temporary adverse impacts. Your concurrence is respectfully requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By
F. B. Klaboe
Assistant State Highway Engineer

Endorsement to Oregon State Highway Division

Concur _____ Date DEC 21 1971
for Division Engineer

GAP:bb

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
F. L. Hall
R. N. Chase
L. W. Rulien

RECEIVED
DEC 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 30 1971
FOR FILING

7884

November 29, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

4541

Emergency Highway Safety Program
S-226(-), Wrights Br., Hwy. 160, MP 12.44
S-264(-), Canyon Cr. Br., Hwy. 161, MP 21.54
S-264(-), Clear Cr. Br., Hwy. 161, MP 27.31
Clackamas County

Dear Sir:

We hereby request your approval and concurrence that the following proposed projects qualify an "EHS" under the provisions of paragraph (e) of section "Emergency Highway Safety Program" of IM 30-5-71 based on the data set forth for each project.

1. Project S-226(-) Wrights Bridge Replacement.

This project consists of replacing the existing narrow (HC 19'-4")(VC 14'-11") 620-foot, thru steel truss with timber trestle approach spans, structure over the Molalla River on the Cascade Highway (MP 12.44), FAS Route 147, with a comparable structure on an alignment immediately adjacent to the existing structure.

The existing structure due to the restricted 19'-4" horizontal clearance creates a potential accident hazard of a high degree to vehicle operators by presenting two autos approximately a 2' passing clearance and a 2' shy distance from protrusion of the structure and even less maneuver room for an auto and truck or two trucks to pass. This section has an ADT of 4,500 of which a substantial number are trucks, especially logging trucks..

This structure incurs approximately one reported accident a year. However, an inspection of the structure shows numerous scuffs and scrapes which indicate unreported accidents are occurring.

Due to the nature of the structure the only alternate treatment other than replacement would be the establishment, by traffic signals, of one-way traffic. This would,

due to the length of the structure, create intolerable delays of traffic and therefore such a remedy is not acceptable.

2. Project S-264(-) Canyon Creek Bridge Widening.

This project consists of widening the existing narrow (HC 20') 76-foot reinforced concrete deck girder bridge over Canyon Creek on the Woodburn-Estacada Highway (MP 21.54), FAS Route 140.

The approach roadway has a 20' bituminous surface with 5' gravel shoulders, which fact presents the driver of an auto or truck with a suddenly restricted area in which to pass another oncoming auto or truck. This restriction creates a potential accident hazard for vehicle operators as the tendency is to shy away from the structure railing and crowd the centerline which could be disastrous when passing an oncoming truck. The ADT for this section is 1,900 of which a considerable number are trucks.

There is no alternate treatment, worthy of consideration, to alleviate or eliminate the potential accident hazard except complete replacement by a comparable structure or a large box culvert.

3. Project S-264(-) Clear Creek Bridge Widening.

This project consists of widening the existing narrow (HC 20') 130-foot reinforced concrete deck girder structure over Clear Creek on the Woodburn-Estacada Highway (MP 27.33), FAS Route 140.

The approach roadway has a 20-foot bituminous surface with 5-foot gravel shoulders. This restriction presents the motorists with the same potential accident hazard as described in 2. above. The ADT for this section is 1,200 of which a large number are heavy trucks.

The only other alternate to widening the structure is replacement by a comparable structure.

The 3 bridges carry considerable bicycle and pedestrian traffic which adds greatly to the potential accident hazard and therefore replacement or widening of the structures would greatly reduce this hazard.

We are enclosing a copy of a memorandum from our Traffic Engineering Division, dated November 15, 1971, which further amplifies the information set forth hereinabove.

This letter is in response to your letter of October 29, 1971, relative to the subject projects. The necessary program actions will be submitted in the near future.

We sincerely hope this data, combined with that in our letter of October 27, 1971, permit your approval and concurrence that the proposed projects qualify as "EHS" under the provisions of IM 30-5-71.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:bb
Enc.

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
Frank Hall
V. D. Wolfe
R. N. Chase
B. L. Gifford

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 15, 1971

To: V. D. Wolfe
Location Engineer
B U I L D I N G

SUBJECT: Safety Projects
Hwy. #160 - M.P. 12.44
Hwy. #161 - M.P. 21.54 & 27.33

Attention: D. E. Swan

Cost analysis of the subject safety projects indicate marginal benefits based upon recorded accident information.

The Wright's Bridge structure over the Molalla River at M.P. 12.54 on Hwy. #160, incurs approximately one accident per year, which using our capital recovery factor of 0.0726, would justify a capital cost of $40,000. The estimated cost of replacing this structure is $850,000. However, it is apparent from looking at the bridge sides, which are considerably scuffed up, that unrecorded accidents are occurring here.

In addition, a potential hazard exists as this 19-foot-wide structure is the primary bottleneck between two portions of wider roadway. With the existing 19-foot horizontal clearance, it is extremely hazardous for trucks to pass, and as this is an area subject to considerable usage by the logging industry, heavy trucks must continually meet on the structure.

The only alternate treatment for this structure would be the installation of traffic signals establishing a one-way traffic pattern on the bridge. This is technically feasible. However, the length of the bridge is such that such a traffic pattern on a permanent basis, because of the necessary 20-second clearance periods, would cause intolerable delays. One-way traffic operation, although it would cause delay, would be acceptable during construction.

On Hwy. #161, at M.P. 21.54, the Canyon Creek structure crosses Canyon Creek and has a 20-foot horizontal clearance. The roadway surface width on either side of this structure is approximately 30 feet. The accident record is approximately that of the statewide average rural accident rate for secondary highways. Because of the potential hazard presented by truck usage of this structure, widening is recommended at an estimated cost of $100,000.

The Clear Creek structure at M.P. 27.33, on Hwy. #161, has 20 feet of horizontal clearance and has no provision for pedestrians or bicycles. The accident rate prevailing since 1966 is also similar to that of the statewide average accident rate for secondary, rural highways. The roadway width on either side of this structure is approximately 30 feet. The estimated cost to widen this structure is $175,000.

AP*52470-724

Attention: D. E. Swan

It is recommended that the Wright's Bridge structure be replaced and that the Canyon Creek and Clear Creek structures be widened to eliminate the potential hazard caused by rapid reduction in roadway width and to provide for pedestrian and/or bicycle movement.

L. E. George
Operations Engineer

VPJ:pb

RECEIVED
NOV 16 1971
LOCATION
SECTION

Form FHWA-121 (12-
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 29, 1971

In reply refer to: 08-35.1/710.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Emergency Highway Safety and Unemployment Program
(IM 30-5-71, 10-5-71 and IM 30-5-71[1])

Mr. Klaboe's letter of October 27 requested approval for the widening of Canyon Creek Bridge, Clear Creek Bridge, and Wrights Bridge through the use of EHS funds.

Enclosed is a new IM 30-5-71(1) which outlines the information needed for approval of this type of project. Please submit the supporting information, along with a program and your usual supporting information in regard to hearings and environmental statements, when applicable in accordance with IM 30-5-71.

Enclosure
IM 30-5-71(1)

Simpson:nig

REFERRED TO

---- ----------
BY

NOTED
R. D. ASBURRY

FBK

RECEIVED
NOV 4 1971
PROGRAM & PLANNING
DIVISION

NOTED
JOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 27, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97310

Dear Mr. Simpson:

We propose to initiate three safety projects to correct narrow bridge hazards. Two of the structures are on the Woodburn-Estacada Highway (FAS 140) and involve widening of existing structures. These are the Canyon Creek and Clear Creek Bridges which are nine miles and fifteen miles, respectively, northeast of Molalla. The third bridge is the Molalla River (Wrights) Bridge which is one and one-half miles south of Mulino on the Cascade Highway (FAS 147).

The Canyon Creek Bridge is a 76-foot reinforced concrete deck girder bridge with 20 feet of horizontal clearance. The ADT is 900. The estimated cost to widen this structure is $100,000. The Clear Creek Bridge is a 150-foot reinforced concrete deck girder structure with 20 feet of horizontal clearance. The ADT is 1,200. The estimated cost of widening this bridge is $175,000. The Wrights Bridge is a 620-foot structure with timber trestle approach spans and two 120-foot through steel truss spans and has a horizontal clearance of 19 feet, 4 inches and a vertical clearance of 14 feet, 11 inches. The ADT is 4,500. The estimated cost of replacing this bridge is $850,000.

The narrow structures present an extreme hazard to opposing traffic meeting while crossing the bridge. All three structures are on sections of roadway having combined travel way and shoulders which are wider than the bridge decks, thus increasing the hazard potential.

A minor amount of grading work is anticipated on the proposed widening of the Clear Creek and Canyon Creek Bridges. The

NOTED
L. H. YOUNG

horizontal alignment may require some modification to improve the approaches. The Wrights Bridge replacement may also require some realignment of the roadway.

We ask your concurrence in these safety projects and approval in financing with Federal funds. Your early response is requested since we would like to schedule this work at the earliest possible time.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
L. H. Young
F. L. Hall
Ivan D. Merchant
Victor D. Wolfe

DES:af mc srb

RECEIVED
OCT 28 1971
PROGRAM & PLANNING
DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

Number cys rec'd 1
Need — cys of
1 — encls

OCT 26 1971

INSTRUCTIONAL MEMORANDUM 30-5-71(1)
EN-21

SUBJECT: EMERGENCY HIGHWAY SAFETY AND UNEMPLOYMENT PROGRAM AND RELEASE OF 2ND QUARTER FY 1972 OBLIGATION AUTHORITY

HIGHWAY SAFETY IMPROVEMENT PROJECTS

Paragraph (a), page 2 of IM 30-5-71 provides that highway safety improvement projects, which result from a program set forth in PPM 21-16, be included in the emergency highway safety (EHS) program. It is the intent that the review and organizational location of authority for determining eligibility will be the same for including these projects in the EHS program as for the continuing safety program.

For all ABC funded highway safety improvement projects and Interstate funded minor type safety work, the authority for determining eligibility is with the Division Engineer.

For Interstate funded highway safety improvement projects involving major work, the authority for determining eligibility is with the Regional Administrator and may be redelegated under certain conditions as set forth in IM 21-10-71, "Highway Safety Improvement Projects on the Interstate System", dated October 22, 1971.

SAFETY RELATED PROJECTS

The intent of paragraph (e), page 2 of IM 30-5-71 is to also include in the EHS program some safety related work that does not satisfy the eligibility requirements for safety projects under PPM 21-16.

It is expected that this safety related work will include major reconstruction such as widening of narrow bridges and shoulders on the lower order highway systems which is justified on an overall need basis but cannot be supported on the basis of safety alone. When such projects are proposed for ABC funding and the Division Engineer considers the proposed work has significant safety benefits, he may approve it for the EHS program without referral to the Region or Office of Engineering.

- more -

RECEIVED
OCT 29 1971
OREGON DIVISION

It is also expected there may be included in the EHS program a limited amount of major reconstruction work such as interchange ramp modification which can be expected to yield a high safety return but cannot qualify for safety as set forth in PPM 21-16. Such work proposed for ABC funding may be approved for the EHS program by the Division Engineer at his discretion. When FAI funding is proposed for this safety related major reconstruction work, the State's proposal should be referred to the Office of Engineering for review prior to authorization.

F. C. Turner
Federal Highway Administrator

WASHINGTON, D.C. 20591

INSTRUCTIONAL MEMORANDUM 21-10-71
EN-21

October 22, 1971

SUBJECT: Highway Safety Improvement Projects on the Interstate System

The policy on safety improvement projects is recorded in PPM 21-16 dated March 7, 1969, and was further explained by the May 23, 1969, Circular Memorandum "Highway Safety Improvement Projects on the Interstate System." This memorandum supplements the general policy on such projects, based on experience to date and removes the requirement that major Interstate safety projects be referred to the Washington office prior to approval.

Within the requirements of the several control memorandums mentioned below, it is expected that every State will have a program for improvement of safety on the Interstate System and that the major impetus in such a program shall be roadside safety improvements. Such policy was originally set forth in PPM 21-16 dated January 1966, and was further amplified in IM 21-6-66 and IM 21-11-67 and is implicit in PPM 21-16 dated March 7, 1969. The experience we have gained over the past five years has confirmed our original finding that correction involving low construction costs will result in a high safety return in an overall safety program. Roadside safety corrections should receive high priority and should be expedited to rapid completion.

Minor safety improvements are generally considered to be roadside corrections to those items which were identified as hazardous in the February 1967 Report of the Special AASHO Traffic Safety Committee (The Yellow Book). They usually involve repeated roadside elements rather than specific spot locations. Most often the elements are fixed objects. The work is generally directed toward reducing the severity of accidents rather than just reducing the number. For your general information there is attached a tabulation showing types of Interstate highway minor safety improvements noted with some frequency in our reviews. Minor safety improvement projects may be approved by the division engineer without prior review by the Regional office or the Washington office.

Realizing that there is a high net safety benefit for certain adjustments to the constructed facilities on some projects, a limited amount of major corrective work may be accepted on a high priority basis. Work such as

- more -

bridge widening, extensive regrading, redesign of existing basic geometrics, adding through lanes, rebuilding interchanges, and similar modifications, is considered major corrective work and should be supported by data satisfying all of the requirements of PPM 21-16.

Major safety improvement projects may be approved without prior review by the Washington office. However, for each major improvement project, a copy of the field action on the preliminary proposal and adequate information to generally portray the scope and basis for the work should be furnished as information to the Office of Engineering. Preliminary proposals along with the division engineer's comments and recommendations for major safety improvements shall be referred to the Regional Federal Highway Administrator for determination of eligibility prior to approval by the division engineer. The determination of eligibility of major improvements may be made by the division engineer in those States where the Regional Federal Highway Administrators have made a finding that the States concerned are in conformity with PPM 21-16.

Documentation for support of major corrective work normally should include information on the five following items which should demonstrate benefits or need:

1. The work should be identified as needing improvement based on an accident analysis. This should include a compilation of accident experience, normally for one year or more, that is directly related to the proposed adjustments. More than mere quotation of numbers of accidents or a showing of accident locations on a layout sketch should be furnished. The accident analysis information should include a narrative discussion of accident patterns and likely causal factors related to the site conditions. For some projects, documented observations of the operational characteristics at that location will help to identify causal factors.

2. A statistical analysis should be made to determine if the subject location or site of the proposed improvement has a significantly higher accident rate than other locations with elements suitable for comparison.

3. There should be evaluation of likely alternate safety improvements with estimated costs from which determination is made of propriety of the proposed improvement.

- more -

4. A cost effectiveness analysis should be prepared showing expected reduction in accidents or accident costs after the improvement in relation to the cost of the improvement.

5. It should be demonstrated in the project records that the proposed improvement is selected from the State's highest priority grouping developed in accordance with the requirements of paragraph 4b(4) of PPM 21-16.

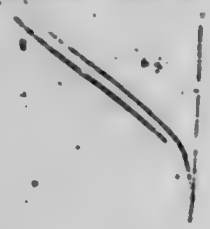
It is realized that there are varying degrees of accident data and capability for presently supporting, as outlined above, what few major projects a State may propose on the Interstate System. There should be support to show that the location in question has had an inordinate amount of severe accidents and that the proposed correction can be reasonably expected to produce a measurable reduction in the number and/or severity of those accidents.

Where the Regional Administrator has found the State has a continuing safety improvement program in accordance with PPM 21-16, the detailed data discussed above need not be supplied to FHWA so long as a statement is submitted with the proposal which indicates the project is in the topmost grouping of the Statewide priority listing.

It is recognized that there will be additional expansion or upgrading work which is not warranted as a major safety improvement but nevertheless has considerable merit from the standpoint of increasing capacity and elimination or alleviation of congestion and bottlenecks on completed sections of the Interstate System. These work items are not eligible for FAI fund financing, but they may be considered for Federal-aid primary, rural primary or urban fund financing in accordance with IM 21-8-71.

M. F. Maloney
Acting Associate Administrator for
Engineering and Traffic Operations

Attachment



Frequent Minor Types of Interstate Highway Safety Improvement Work

(Numbered for reference purposes only)

1. Eliminate unnecessary signs.
2. Place signs on otherwise required structures such as bridges, lighting poles and other sign supports.
3. Relocate signs laterally 30 feet or more from the pavement edge.
4. Relocate signs longitudinally where they cannot be hit such as behind otherwise required guardrail.
5. Convert supports to breakaway design.
6. Convert existing overhead supports to ground mount breakaway design when feasible.
7. Provide protective guardrail around overhead sign supports.
8. Relocate lighting supports from highly vulnerable locations such as gores.
9. Convert lighting supports to breakaway design.
10. Eliminate median U-turn openings.
11. Eliminate small rock outcrops and boulders in an otherwise clear area along the roadside.
12. Round ditches.
13. Flatten ditch dikes and median U-turn openings.
14. Flatten and regrade slopes in gores, and around adjusted drainage structures.
15. Regrade slopes in median or on side to permit the elimination of short sections of guardrail.
16. Remove gore curb.
17. Relocate minor drainage headwalls to the edge of clear roadside area.
18. Convert catch basins and headwalls to a design that allows vehicles to safely pass over.
19. Provide guardrail along large drainage structures.
20. Eliminate unwarranted guardrail.
21. Add additional guardrail or median barrier posts and blockouts or otherwise upgrade the existing rail to one of acceptable modern standard.
22. Replace a guardrail that deflects a lateral distance greater than the space available.
23. Anchor guardrail terminals and adjust them to reduce chance of impalement.
24. Strengthen guardrail in advance of and rigidly attach it to bridge parapets and walls.
25. Upgrade hazardously substandard bridge rail.
26. Install guardrail and median barrier along bridge piers, at overhead sign supports or in narrow medians.
27. Place energy absorption barriers in gores where large fixed objects cannot be relocated.
28. Skid resistant overlays where SN is less than 35.
29. Other less frequent types: add glare screen; add rail screens on pedestrian bridge; signing and interchange lighting; pavement grooving; revised striping at ramp terminals; minor work to lengthen speed change lanes; signing and other minor work to correct lane drops.

7885 Franklin Ave. at Wall St. (Bend) 1973
Sec. of Century Dr. Hwy. in Bend
(Traffic signal installation)

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

June 10, 1975

Weckworth, Meyer & Mackin
Attorneys at Law
925 Denny Building
Seattle, WA 98121

Attention: W. F. Weckworth

Re: Franklin Ave. at Wall Street (Bend)
Contract No. 7885

Gentlemen:

As a further response to your June 3 letter, the only deductions from the contractor's earnings on this project were for time liquidated damages. In response to the contractor's request for time extension (properly submitted with the consent of surety) a total of 26 days time extension has been granted. This leaves 34 days liquidated damages remaining in effect and withheld by the State at the specified rate of $30 per day for a total of $1,020 withheld. We have no further request from the contractor and nothing relative to this contract pending at the present time. The matter of time extension was considered quite thoroughly and it is our impression that the subject is now closed.

Very truly yours,

C. T. Keasey
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB:fr

bc: H. S. Coulter
C. W. Head
Carl Williams

RECEIVED
JUN 10 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

E-123

7885

R

June 6, 1975

Weckworth, Meyer & Mackin
Attorneys at Law
925 Denny Building
Seattle, WA 98121

Attention: W. F. Weckworth

Gentlemen:

This is in reply to your letter of June 3, 1975, concerning liquidated damages on the Olson Electric Co., Inc. Contract No. 7885, traffic signal installation, Franklin Ave. at Wall St. (Bend) Section, Century Drive Highway, in Deschutes County.

Your letter is being forwarded to Mr. C. T. Keasey, Construction Engineer. You should be hearing within the next few days from Mr. Keasey or his assistant, Mr. John Bond concerning this matter.

Very truly yours,

C. W. Read
COMMISSION SERVICES

CWR:rw

bc: C. T. Keasey
Attn: John Bond

LAW OFFICES OF

WECKWORTH, MEYER & MACKIN

925 Denny Building
Seattle, Washington 98121

(206) 624-6795

W. F. WECKWORTH
CHARLES L. MEYER
ROBERT R. MACKIN*
JAMES C. HARRISON

June 3, 1975

Mr. C. W. Head
Commission Services
Department of Transportation
Highway Building
Salem, Oregon 97310

Re: Olson Electric Company, Inc.
Our client: Balboa Insurance Company
Bond No. BX-4-40532

Dear Mr. Head:

We are writing to you on behalf of the surety, Balboa Insurance Company on the Bond concerning Contract No. 7885, whereby Olson Electric Company, Inc., is the principal.

We do not know the nature of your claim for liquidated damages in the amount of $1,400 approximately and we would object strongly to any payments whatsoever to the contractor directly until this matter is resolved eliminating the surety's responsibility. We should be in the Portland area shortly and perhaps a meeting to discuss the matter more fully would be in order.

An early reply would be appreciated.

Thank you.

Very truly yours,

W. F. WECKWORTH
WFW/ea
cc: Mr. W. A. Keyworth

RECEIVED
JUN - 5 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

7885

April 28, 1975

Balboa Insurance Company
620 Newport Center Drive
Newport Beach, CA 92660

Gentlemen:

A post-final payment for $390 will be made to Olsen Electric Co., Inc., on Contract No. 7885 for a traffic signal installation at Franklin Avenue and Wall Street in Bend on the Century Drive Highway, Deschutes County, as soon as the warrant is prepared.

The total amount paid on this contract will be $8,149 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Read
COMMISSION SERVICES

je

cc Olsen Electric Co., Inc.
200 East 5th Street
Vancouver, WA 98660

bc C. T. Kenney
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

7885

R

April 17, 1975

1134 J

Olson Electric Company, Inc.
P. O. Box 830
Vancouver, WA 98660

Gentlemen:

We have reviewed your request for additional contract time on Franklin Ave.-Wall Street (Bend) Contract No. 7885. The alleged delay to the pole fabricator in securing steel pole materials is only approximated, but we can appreciate the difficulty of providing more thorough documentation at this time.

A factor contributing to the project delay still seems to have been the submission of the pole drawings to the State. Something in the vicinity of one month extra was apparently lost on that item. We believe liquidated damages should be assessed for that delay, which will only approximately cover the State's overrun in engineering costs for this project. To try to dispose of this matter equitably, we have approved another 13 days' time extension which will leave 34 days in effect.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
Robert Church
V. E. Skoog
Carl Williams

JAB:fr dpy

FORM 81-734.3030

Assignment No. 1134 AEJ

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #7885

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 14, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Contract No. 7885
Franklin Ave.-Wall Street (Bend)
Review of Time Liquidated Damages

TO: A. E. Johnson
Deputy State Highway Engineer

Olson Electric's time request was first reviewed here as reported in my April 12, 1974 letter. This resulted in a 13-day time extension which left 47 days in effect. Part of the 13 days granted was for delay in availability of transportation from the Valmont, Nebraska factory. We understood then that this delay resulted from a fuel shortage. The new letter (February 21, 1975 from Valmont) now cites (in the third paragraph) an 8-day delay in shipping from the factory attributable to a storm. This makes one question the accuracy of the first request, but at any rate time has already been granted for the shipping delay reason. The new letter is still not very specific as to the steel material shortage reason. The March 11 letter by Traffic Engineer, L. E. George, to Coulter clarifies that the type of steel required by Oregon was a problem only in the anchor bolts. I don't believe the contents of Mr. George's letter helps the contractor's case for further time extension. Surely the lapse of over two months time before receiving the pole shop drawings still remains as a prime reason for the late delivery of the poles.

I note that our engineering on this project overran over 100 percent (it is some $1,030 over the authorization). The 47 days liquidated damages is at $30 a day for a total of $1,410. I would recommend as a compromise that we grant another 13 days which will bring the liquidated damages down to about the amount of our engineering overrun. This leaves 34 days in effect which could also be regarded as the contractor's obligation for delay in submitting drawings.

This was a State project. A rough draft letter to the contractor for your consideration is attached.

JAB:fr

Att.

cc: H. S. Coulter

RECEIVED
STATE HWY ENGR
APR 15'75
REFER TO
FOR
Info | Imves | R/D | D/R | Sign | Act | File

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date

FORM E-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310

Sec 3.12.

DATE March 11, 1975

Coulter 7855
Franklin Blvd. Overall 56
(Bend)

TO H. S. Coulter
Asst. State Highway Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Specifications on Steel Poles
for Traffic Signals

You requested that I determine what problems might be involved in our current specifications on steel traffic signal poles that made Mr. Roth of Valmont Industries comment that Oregon required some special steel materials, even though we listed "Catalog Numbers" in specifying steel poles.

To determine exactly what Mr. Roth meant was done by contacting him direct by telephone. The only thing we could find that occasioned his comment, was that Oregon required A354 steel in our anchor bolts and that during the latter part of 1973 and early part of 1974, this alloy was in extremely short supply. Other states at that time specified A325 or A307 steel for anchor bolts. Also, Oregon's welding specification requires a deeper penetration than normal which in turn means that their plant has to change their welding jigs every time an Oregon order is produced. In this respect then, Oregon does not have a "Catalog Number" type pole.

Mr. Roth did however, indicate that he did not wish any changes in Oregon's specifications as far as the material was concerned. Apparently the welding specifications do slow down the fabrication process.

RECEIVED
MAR 11 1975
Office of
Assistant State Highway Engineer

LEG:pb

OLSON ELECTRIC COMPANY, INC.
P. O. BOX 830, VANCOUVER, WASHINGTON 98660
PHONE (206) 694-6585 PORTLAND (503) 285-0295

RECEIVED
STATE HWY ENGR
MAR 6 '75
REFER TO
Bond
FOR
Info | Inves | R/D | D/R | Sign | Act | Ne

March 3, 1975

Oregon State Highway Dept.
State Highway Building
Salem, Oregon 97310

Attn: A.E. Johnson

Re: Frankli Ave. @ Wall St. (Bend) Contract #7885

Dear Sir:

Per your request we are sending you a copy of a letter from our supplier regarding late delivery of poles and ask your consideration in allowing additional contract time on this project.

If there are any further questions please do not hesitate to contact me.

Very truly yours,

OLSON ELECTRIC COMPANY, INC.

Calvin T. Olson
President

Routing
Keesey | Scofield | Bond | Glenn | Jackmond | Berg | Harwood | Johnsen | Walker
RECEIVED
MAR 7 1975
CONSTRUCTION SECTION

VALMONT

VALMONT INDUSTRIES, INC. VALLEY, NEBRASKA 68064 • PHONE A.C.(402) 359-2201

February 21, 1975

George M. Roth Co.
1111 Southeast Grand Ave.
Portland, Oregon 97214

Attn: George Roth

Subject: Gesco P.O. #7741-001302-D
Valmont Order #46033-73
Franklin Ave. at Wall Street

Dear George:

Please reference your letter dated January 10, 1975, and Dennis Thome's letter of January 10, 1974.

Due to the time period that has elapsed between the time of the original shipment of this order on December 6, 1973, and today's date, we are unable to state the exact number of days that shipment was delayed.

As stated in Dennis's letter, we were delayed by a storm from the manufacturing completion date of November 28, 1973 to ship date of December 6, 1973, which is 8 days.

However, we do not keep records on delivery of steel coil back that far, so I can only estimate that we were delayed by steel delivery from early October to mid November, this being approximately 6 weeks.

In total, we can estimate delays of approximately 7 weeks total.

If you should have any further questions, please call.

Sincerely,

VALMONT INDUSTRIES, INC.

Bob Wesch

Bob Wesch
Customer Services Coordinator
Electrical Products Div.

BW:nm

cc: Jim Sandoz
Leroy Humphrey
File 46033-73

7885

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #7885

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 20, 1974

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Franklin Ave. @ Wall St. (Bend)
Contract No. 7885
Time Extension

TO: MEMO TO THE FILES

A meeting yesterday in Al Johnson's office was attended by Cal Olson of Olson Electric Company, George Roth, representative of Valmont Industries, Al Johnson and myself. This was at the request of Mr. Olson and was to review the reasons for late completion of this contract. Discussion centered on the signal pole acquisition. Mr. Roth explains that our pole designs, even those with so-called "catalog" approval of shop drawings in advance, require some steel materials not used in other areas and therefor involving such limited volumes of material that pole manufacturers do not stock either the materials or the poles in advance. Mr. Roth alleges that they nevertheless would have provided the poles significantly sooner on this project had it not been for unforeseen delays in delivery of steel.

This matter was left open. We would review any further specific information they submit. Mr. Roth expects to be at the Valmont plant in January and indicated he would try to obtain more specific information then and submit it to us. Mr. Johnson indicated he will seek a further review of our pole designs.

JAB:fr

cc: A. E. Johnson
H. S. Coulter
Carl Williams

NOTED
H.S. COULTER

RECEIVED
DEC 23 1974
Office of
Assistant State Highway Engineer

7885

December 13, 1974

Mr. Calvin T. Olson
Olson Electric Company, Inc.
P. O. Box 830
Vancouver, Washington 98660

809-5

Dear Mr. Olson:

Franklin Avenue at Wall Street (Bend)
Contract No. 7885

We have reviewed your latest request for an extension of time on Contract No. 7885 for signal installation on Franklin Avenue at Wall Street (Bend) in Deschutes County.

Careful examination of your letter of October 30, 1974 has failed to reveal any new statement of fact in support of your request. The reasons submitted have been considered on two previous occasions and the request was denied. We do not understand your statement that there are no catalog poles on our contracts. Attached is a letter dated June 6, 1972 to all our field engineers outlining our policy for the inspection of traffic signal and luminaire poles in effect at the time of this contract. The letter clearly spells out the procedure of checking critical pole dimensions from manufacturers' catalogs previously submitted and approved in an effort to reduce the time delays involved in the repetitious submittal of shop drawings. Valmont Industries "catalogs" are currently available in our Traffic Design Section and their poles are now included in our Special Provisions, but were not at the time this project was bid.

Timely submittal of shop drawings for approval so work could be completed within the specified time was essential. On the subject contract, the lapse of 77 days after award of contract before we received the shop drawings appears to be the main delay factor.

As for the weather influence, the poles were delivered to the site December 17, 1973 and the new signals were operational January 7, 1974, which was the last day

charged. In this interval, after allowing for two "step work" periods over holiday weekends, 14 days were charged, during which over half of the money value of the contract was incorporated into the project. This does not indicate any unusual added delay from the weather.

Our position on this matter has, therefore, not altered from that set forth in our September 20 letter to you and the request for a time extension of 47 days to eliminate liquidated damages of $1,410 is denied.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey
V. E. Skoog (enc.)
V. L. Gallagher "
Carl Williams "

JAB:DL:fr ja

OLSON ELECTRIC COMPANY, INC.
P. O. BOX 830, VANCOUVER, WASHINGTON 98660
PHONE (206) 694-6585 PORTLAND (503) 285-0295

RECEIVED
STATE HWY ENGR
OCT 31 74
REFER TO Contr
FOR
Info Invest R/D D/R Sign Act File
NOTED
A.E. JO...

October 30, 1974

Oregon State Highway Dept.
2128 " Hwy. 97 South
Redmond, Oregon 97756

Re: Franklin Ave. @ Wall St. (Bend)
Contract #7885

Attn: N.D. Drehbiel

Dear Sir:

We received a letter dated September 20, 1974 from F.B. Klaboe suggesting final disposition of contract payment assessing $1410.00 in liquidated damages.

We earnestly appeal for a reconsideration of this position. As has been true throughout our industry, suppliers have been very late in supplying material. It is widely known that raw materials have been almost impossible to obtain as needed resulting in costly revised production schedules. On this particular job our pole supplier, Valmont Industries, had supplied us with a letter outlining this difficulty as it affected their shipment date. In Mr. Klaboes letter, he made reference to a choice of catalogue poles being available. It should be noted that no OSHD roadway or traffic signal pole is a catalogue pole. Our experience was that this particular supplier more reliable met their schedule shipping dates, hence was confident when the P.O. was issued on May 17 (prior to contract award), that it would meet job requirements.

I'm sure the State of Oregon recognizes the impossible condition throughout the the United States during the past 18 months that has caused many very late deliveries. On many of your contracts in the past year you have provided for extended time limits because of late delivery.

This firm proceeded normally with a work schedule and could not proceed within certain limits without delivery of these poles. In addition very severe weather conditions after the pole delivery hampered our progress. Our workman worked under very extreme weather conditions to avoid further delay.

We believe it would be very inequitable to assess these charges under these circumstances and hope you will agree.

Very truly yours,

OLSON ELECTRIC COMPANY, INC.

Calvin T. Olson

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

DATE Salem, Oregon

June 6, 1972

TO METROPOLITAN ENGINEER
REGIONAL ENGINEERS
RESIDENT ENGINEERS
RESIDENT BRIDGE ENGINEERS

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Inspection of Traffic Signal Poles and Luminaire Poles

On February 4, 1972, a letter was sent out listing the items necessary for certification of traffic signal poles and luminaire poles. The certification procedure has been changed in an effort to eliminate the continual overrun of contract time on signal and illumination projects. All future projects will be governed by the following procedures:

Traffic signal poles will be specified by catalog numbers of pole manufacturers. The only paper work necessary will be a Field Inspection Report by the Resident Engineer stating that the poles meet the information given in the manufacturer's catalog. It will be the contractor's responsibility to see that a copy of the catalog is available for use by the Resident. Shop drawings approved by the Bridge Section may be used by manufacturers who do not have catalogs.

Luminaire poles will be covered by OSHD Standard Drawing 28230. The Resident Engineer will issue a Field Inspection Report stating that the poles meet the requirements of this drawing.

All poles delivered to the job site shall be accompanied by the manufacturer's certification that the poles meet the specifications of the appropriate catalog or approved drawing. Mill certification of steel will not be required.

When inspecting poles for acceptance, the following items should be checked and noted:

1. The welds are the proper size and are of suitable quality.

2. The type of finish is according to the specifications. All galvanizing is continuous over the pole, does not exhibit bare spots or excessive slag, and has a uniform color and appearance.

3. The dimensions of the pole and the material thickness are in accordance with the catalog or approved details.

4. Handholes, signal couplings, pipe nipples, et cetera, are in the proper locations.

5. Deviation-from-straightness test as per Special Provisions.

Pole lengths given in the plans and specifications or established by specified catalog number shall be considered as order pole lengths. Verification of pole lengths as required, should be done by the Resident Engineer during the advertising period. Changes in pole lengths after the job is awarded will not be permitted without prior approval of this office.

Our ultimate goal is for the contractor to order his poles immediately upon award of the contract and to receive delivery of the poles for erection within the specified contract time.

JHW:ag:dh

7885

File: 7885

September 20, 1974

Olson Electric Company, Inc.
P. O. Box 830
Vancouver, WA 98660

Gentlemen:

We have reviewed your second request for an extension of time on Contract No. 7885 for signal work on Franklin Ave. at Wall Street (Bend) in Deschutes County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension is denied. A choice of catalog poles was offered in the Special Provisions. If other suppliers refused to quote on the poles or quoted with longer delivery times or if there were any explanation of the apparent delay in committing materials for the poles (which should have been possible before approval of shop drawings), there might be basis for further consideration. If so, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
Carl Williams

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 18, 1974

FILE:
NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Franklin Ave. @ Wall Street (Bend)
Contract No. 7885
Second Request for Time Extension

Olson Electric Company has submitted the attached second request for additional contract time. Their first request resulted in a 13-day extension because of a late submission of the contract by the State and slowness of delivery of poles due to transportation problems related to fuel shortage after the poles were fabricated. This left 47 days liquidated damages in effect at $30 per day for a total of $1,410. The contractor now again seeks extension for this 47 days because of alleged delay in securing the four signal poles from the manufacturer.

This reason was considered and rejected on the first request. It is still not explained why the contractor chose to secure poles from a different supplier than the two which were allowable in the Special Provisions, who had catalogued poles presumably more readily available. Over two months of contract time elapsed before the necessary shop drawings (from the non-catalog pole supplier) were received. This turns out to be more than the amount of liquidated damages that we are concerned with now. The contractor's effort, if any, toward trying to protect himself from just what happened here is not set forth. If other suppliers refused to quote on the poles or if there were any explanation of the apparent delay in committing materials for the poles, even before approval of shop drawings, we could be more sympathetic. In the absence of this, I must concur with the field recommendations for denial of this second request.

Rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
SEP 18 1974
Office of
Assistant State Highway Engineer

FORM 61-734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

September 13, 1974

RECEIVED
SEP 19 1974
CONSTRUCTION SECTION

Bolton ___ Kay ___ Kyland ___ Richmond ___ Harwood ___ Johnsen ___ Walker ___
Scofield ___ Glenn ___ Ing ___

FILE:

FROM: Robert A. Sandmann
Regional Construction Engineer

SUBJECT: Extension of Time Request
Franklin Ave @ Wall St.(Bend)
Contract 7885

TO: C. T. Keasey
Construction Engineer

Herewith request from Olson Electric Company for an additional 47 Calendar Day extension on Contract 7885.

Also enclosed is a letter, with attachments, from Norm Krehbiel, Resident Engineer, detailing circumstances.

Analysis of this latest request and supporting data indicates, as stated in Krehbiel's letter, that "Valmont was negligent in submission of shop drawings and ordering of the steel".

Denial of this request is recommended.

RAS:pw

Enclosure

FORM E-20 (12-67)

RECEIVED
REGION IV BEND
SEP 9 1974

RE ☐ RDE
ME ☐ RDE
TDE ☐ RTE
Assigned

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Redmond, Oregon
September 6, 1974

SUBJECT: Franklin Ave. @ Wall St. (Bend)
Contract No. 7885

To: Carl Williams
Regional Engineer
BEND

Enclosed is a request from the contractor for an additional 47 days in which to complete this contract without assessment of liquidated damages. The contract overran the specified time by 60 calendar days, and the contractor was granted an extension of 13 days on April 16, 1974, leaving an assessed 47 days liquidated damages.

The enclosed letter quotes from a May 20, 1974 letter from Valmont concerning steel delivery, which says in part "In early fall, these deliveries were running four to six weeks late." In connection with this, a letter was written June 6, 1972 by R. W. Ellison, Bridge Administration Engineer, that traffic signal poles would be specified by catalog number for those manufacturers who had submitted catalogs for approval, and that shop drawings would have to be approved by Bridge Section for manufacturers who did not have catalogs. On this contract, a catalog number from Ameron and from Union Metal was given in the special provisions for each of the four poles. Had Valmont an approved catalog at the time the order was placed, delivery would logically have been considerably earlier. Also, the shop drawings were not received by this office for transmittal to Salem until 82 days after the order was placed by Olson and 77 days after award of contract. Pertinent information such as length, gage, base diameter, taper, etc., was known to them from the plans, and I can see no reason why A-36 steel stock could not have been ordered shortly after receipt of the order.

I take exception to the statement in the third paragraph stating pole bases were installed prior to the end of contract time. The specified 150 days ended October 31, 1973 and the pole bases were completed November 20, 1973.

Also, the last sentence of the next to last paragraph may be true in itself, but does not hold water because of the "as soon as materials were available" inclusion. In my opinion, Valmont was negligent in submission of shop drawings and ordering of the steel.

My review of the contractor's first request for additional time was as fair an analysis of the facts as I could make at that time, and I can find nothing in this request to change the original recommendation for 13 additional days.

I am enclosing for your convenience copies of pertinent prior correspondence on this matter.

N. D. Krehbiel
Assistant Engineer

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Redmond, Oregon
March 29, 1974

SUBJECT: Franklin Ave. & Wall St. (Bend)
Contract No. 7885

To: Carl Williams
Regional Engineer
REHD

Enclosed is a request from the contractor, Olson Electric Co., for an additional 60 calendar days in which to complete this contract without assessment of liquidated damages. I have also enclosed copies of correspondence, etc. relating to this matter.

The following is a chronological summary of events which could have a bearing on the disposition of this request:

137 5-17-73: Olson placed an order with General Electric Supply Co., for poles from Valmont.

5

142 5-22-73: Date of award.

13

155 6-04-73: Calendar day count started.

60

215 8-03-73: Olson sent Valmont pole drawings to this office for transmittal to Salem for approval.

4

219 8-07-73: Above drawings received by this office.

13

232 8-20-73: Valmont drawings returned to Olson "approved as noted."

57

289 10-16-73: Subcontractor for pole bases and conduit, Mike Duggan, started work.

15

304 10-31-73: End of specified 150 calendar day completion time limit.

20

324 11-20-73: Mike Duggan completed installation of pole bases and conduit. This is all the work that can be done until poles arrive. Contractor is 20 calendar day over time limit.

1

325 11-21-73: According to the enclosed contractor's request for additional time, the poles were ready for shipment the third week in November. I cannot verify this date exactly, so have used Wednesday of that week, November 21st, as a probable date when the poles were ready for shipment.

22

347 12-13-73: Poles were delivered to the job.

353 12-19-73: Contractor resumed work and worked steadily until signals were put in operation on 1-7-74 (210 calendar days).

372 1-7-74 Signals Operational

The contractor is basing his request for time primarily on the late delivery of poles from Valmont, and I agree that this was the main reason for the overrun of time. It is true that the pole bases and underground conduit runs were not completed until November 20, 1973, 20 calendar days past the time limit, but had an earlier shipping date been quoted on the poles, the contractor could and probably would have had the subcontractor start this work earlier. Although the contractor placed the order for poles at a very early date and had no control over the supplier's processing of the order after that, I can see no basis for non-assessment of liquidated damages. because Valmont was slow in furnishing drawings, ordering steel and fabricating the poles. The time involved in the design of the poles seems excessively long. Also, in view of the time factor involved, I cannot understand why Valmont would wait until the drawings were approved before ordering sheet steel in the common usage A-36 category. The request for time mentions a steel shortage as a factor in the delay. I had not heard of any steel shortage last summer, nor is this claim documented in any way.

Although not allowable for consideration according to the specifications, I think some consideration could be given to the time lost in shipping as a result of the gas shortage. Using November 21, 1973 given in the summary above as the date when the poles were ready for shipment, 23 days would have elapsed when the poles were delivered to the job on December 13, 1973. This would be 13 days in excess of the probable normal 10 days transit time. I recommend that the contractor would not be assessed liquidated damages for this 13 day period.

N. D. Krehbiel
Resident Engineer

Encl.

cc: file

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7885 Contractor Olson Electric Co., Inc.

Highway Century Drive

Section Franklin Ave. @ Wall St. (Bend)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED o[redacted]. The reasons for such recommendation are as follows:

Supporting data and documents do not indicate true cause of overrun of time to be due to late arrival of steel. Shop drawings submitted by Contractor for approval were received by the Resident Engineer 82 days after the Contractor placed his order with the pole supplier (Valmont). Opportunity was available for the pole supplier to have shop drawings approved and poles listed in the Special Provisions Pole List as has been done for others.

Recommended for ~~Approval~~
Denial of Request

Robert Sandgren
Asst. Division Engineer

John L. Bond
for Construction Engineer or Bridge Engineer

H. J. Coulter
Asst. State Highway Engineer

Contract No.	7885
Project designation	State (State-Federal)
Date awarded	May 22, 1973
Work started	October 16, 1973
Per cent completed	100% March 2, 1974 (Date)
No. of Calendar days Allowed	150 + 13 = 163
No. of Calendar days Used	210
No. of Added Calendar days Requested	47

ELECTRIC COMPANY, INC. P. O. BOX 830, VANCOUVER, WASHINGTON 98660
PHONE (206) 694-6585 PORTLAND (503) 285-0295

Contract #7885, Franklin Avenue - Wall Street, Bend, Oregon.

We request a further review of the liquidated damages of 47 days assessed us on the subject contract.

We have contacted the pole supplier regarding more substantial information concerning the reasons for the late shipment of poles. A letter from them dated May 20, 1974, outlines the main reason for their delay in manufacturing of the poles was the late arrival of steel as follows:

> "During and since the time frame involving this order, steel deliveries have been extremely erratic. In early fall, these deliveries were running four to six weeks late. Currently, we are experiencing 10-14 week delays in arrival of coil stock. I'm sure you are aware that this causes utter chaos in order scheduling and manufacturing. Once component parts for the poles became available on November 28th, Valmont manufactured the poles. We experienced a snow storm during the first week of December causing a delay in completing the load and final shipment occurred December 6, 1973.
>
> Valmont has always strived to maintain a high percentage of "promises kept" on shipments to all customers in our industry. Until the steel situations evolved in early 1973, we were able to operate at a 90% + rate. At times that rate reached 98% and 99%. Since early 1973, these figures have fallen at times reading below 50%."

Mention has also been made that a denial of further extension of time was due to our lack of proceeding on the job at an earlier date. In response to this we wish to present the following: Pole bases were installed before the end of the contract time and completed well in advance of the pole delivery. Poles did not arrive until December 13, 1973, a Thursday, with one pole not arriving until the following Tuesday.

Ron returned on Monday, December 17, 1973, to proceed with the completion of the project. It was not possible to go further until the poles were on the project as the work progressed with the procedure for installation being to drill and weld hubs onto the poles, bolt arms to poles, wire poles, set poles, wire between poles and into arms, dismantle old pederstrian signals and install old controller on new pole and energized. Then remove old signals and miscellaneous materials.

The weather was extremely bad during this period. We had reports that another project in the area had time stopped because of weather, so we feel we worked under extreme hardship conditions to complete the work.

"B-320 (Rev.)—SM—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 11, , 19 74

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 163 days to 210 days, within which to complete our Contract No. 7885, without the assessment of liquidated damages. The said contract is described as follows:

Deschutes Co., Franklin Ave. at Wall St., Bend, Century Drive Highway.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter.

Respectfully submitted,

OLSON ELECTRIC COMPANY, INC.
Contractor

By
Calvin I. Olson, General Manager

Bond No. BX4-440532

CONSENT OF SURETY

Date July 15, , 19 74

We, Balboa Insurance Company - c/o Insco Insurance Services, Inc. - 200 First Avenue West - Seattle, Washington 98119, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

John Ophelm
Attorney-in-fact
John Ophelm

(SEAL)

J. T. Kohoutek
Resident Agent
Insco Insurance Services, Inc.
J.T. Kohoutek - Resident Agent

Olson ELECTRIC COMPANY, INC.
P. O. BOX 830, VANCOUVER, WASHINGTON 98660
PHONE (206) 694-6585 PORTLAND (503) 285-0295

We are aware of a special provision now added to contracts (copy attached) which allows an adjustment of contract time due to delay in delivery of materials.

We feel the delay in completion of the project was very definitely due to delay of receipt of materials by the pole manufacturer as evidence by their statement. We feel everyone concerned made every effort to expedite their portion of work as soon as materials were available to perform the work.

Your review of this request for extention of additional time is appreciated.

7885

April 26, 1974

Zelbon Insurance Company
620 Newport Center Drive
Newport Beach, CA 92660

Gentlemen:

A post-final payment for $390 will be made to Olson Electric Co., Inc. on Contract No. 7885 for work on Franklin Avenue at Hall Street in Reno on the Century Drive Highway in Washoe County as soon as the warrant is prepared.

The total amount paid on this contract will be $7,790 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Reed
CONSTRUCTION SURVEYOR

cw

cc: Olson Electric Co., Inc.
200 East 5th Street
Vancouver, WA 98660

bc: C. T. Keaney
Walt Hart
V. E. Skoog Attn: Dick Kacak
Carl Williams

7885

April 22, 1974

AIR MAIL
Aetna Insurance Co.
620 Newport Center Drive
Newport Beach, California 92660

Gentlemen:

On April 16, 1974, we wrote to you concerning release of final payment on Contract No. 7885 awarded to Olson Electric Co., Inc., for a traffic signal installation on Franklin Avenue at Vail Street in Bend in Deschutes County.

Final payment on this contract is $834.88 and the total contract amount is $7,348. No work was performed under force account.

Very truly yours,

G. W. Reed
COMMISSION SERVICES

Sm

cc Olson Electric Co., Inc.
900 East 5th Street
Vancouver, Washington 98660

G. T. Heeney
Walt Hart
V. E. Shaag Attn: Dick Knook
Carl Williams

7885

April 16, 1974

Olson Electric Company, Inc.
P.O. Box 830
Vancouver, WA 98660

Gentlemen:

We have reviewed your request fee an extension of time on Contract No. 7885 for work on Franklin Avenue at Wall Street (Bend) in Deschutes County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 13 days is granted. This is for excessive transportation time of signal poles from the manufacturer attributed to fuel shortages. This will leave 47 days liquidated damages at $30 per day, for a total of $1,410.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
C. M. Williams

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 12, 1974

FILE:

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Franklin Avenue @ Wall Street (Bend)
Contract No. 7885
Request for Time Extension

Olson Electric Company has requested a 60-day extension of this contract time. They cite late availability of the signal poles arising from two causes - material shortages at the manufacturer in Nebraska followed by delay in delivery to Bend by truck because of fuel shortages. This was a small signal project to put in new poles and mast arms at an existing signalized intersection. The contract amount was $9,169 and bids were opened April 26, 1973 with four bidders. This is a State project. The cost was shared 50 per cent by the City.

I note that 26 days elapsed from the time bids were opened until the contract was sent to the contractor. I assume this delay occurred awaiting delivery of the City's share of the funding for the project. This would be 6 days more than allowed by our specifications and ordinarily we have been allowing time in excess of 20 days as time extensions later.

The specifications offered a catalog choice of poles (from Ameron or Union Metal). The contractor for some undisclosed reason, chose to secure the poles from a different manufacturer (Valmont) and therefore had to submit pole drawings for approval. These pole drawings were not received by the resident engineer until August 7 or over two months after the contract time had started. This represents about 40 per cent of the 150 days allowed. The alleged material shortage and fuel shortage is presented just by the prime contractor with no documentation from the actual pole supplier or transportation people involved. I concur with the resident and region recommendation that the material shortage reason not be recognized in this case. The region does recommend 13 days extension because of transportation problems. The transportation delay may well have been caused by other factors such as waiting to accrue a full truck load of material for the truck trip west. However, in view of the 6 day delay in submitting the contract, I would go along with the 13 days time extension recommended by the region. The time count was stopped on January 7, 1974 as soon as the signals were in operation on the new poles. Actually several days regular contract work was done after that time, so the contractor was given the benefit of a prompt termination of the day count. There are 60 days liquidated damages. A 13-day extension will leave 47 days at $30 per day for a total of $1,410. A rough draft letter to the contractor on this basis is attached.

JAB:fr
Att.
cc: V. L. Gallagher

RECEIVED
APR 12 1974
Office of
Assistant State Highway Engineer

E-320 (Rev.)—8M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date March 5, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 210 days, within which to complete our Contract No. 7885, without the assessment of liquidated damages. The said contract is described as follows:

Deschutes Co., Franklin Ave. at Wall St., Bend, Century Drive Highway.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter.

Respectfully submitted,

OLSON ELECTRIC COMPANY, INC.
Contractor

By Glen T. Olson
Glen T. Olson, General Manager

CONSENT OF SURETY

Date March 12, 1974

We, BALBOA INSURANCE COMPANY - C/O INSCO INSURANCE SERVICES, INC.

200 FIRST AVENUE WEST - SEATTLE, WASHINGTON 98119, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

John O'Heim
JOHN O'HEIM (seal)

(SEAL)

Resident Agent

ELECTRIC COMPANY, INC. P. O. BOX 830, VANCOUVER, WASHINGTON 98660
PHONE (206) 694-6585 PORTLAND (503) 285-0295

Contract # 7885, Franklin Avenue - Wall Street, Bend, Oregon.

The primary delay in the project was the late receipt of poles supplied by Valmont company for the project.

Bid date was April 26, 1973.
On May 1, 1973, we received notification that our bid had been accepted. We placed an order for the poles with the supplier on May 17, 1973, notifying them of the tentative contract and asking them to submit drawings. The copies of the contract were received for our signature May 23, 1973, with fully executed copies returned to our office June 13, 1973.

Pole drawings were received and forwarded to the state August 1, 1973 for approval and returned to Valmont August 21, 1973. Valmont has indicated that a heavy engineering work load and mailing transit time caused approximately 10 days delay above normal.

Upon receipt of the approved drawings, the manufacturer placed an order for steel for the poles. They encountered problems in the steel delivery due to short availability of products. At the time it was difficult to arrange a firm production schedule because of the uncertainties on steel delivery. The steel arrived later than expected and poles were not complete until well into November. Upon completion, the quality control inspector rejected 2 of the poles which required regalvanizing.

The poles were then ready for shipment the third week of November. At this time, because of the gas shortage in Oregon, Valmont was unable to get a trucker to immediately accept the westward bound load. The load was prepared and accepted by a trucker on 11/29/73. To further complicate matters, the trucker encountered weather difficulties including snow conditions in the Nebraska vicinity. The order shipped 12/6/73 via International Trailer. Although the company normally uses Hunt Transportation, this alternate source was the only means of avoiding further delay.

The poles were delivered on 12/13/73 to the job site. One pole had to be rerouted from Vancouver back to Bend as it was not left on the original delivery.

The pole bases had been installed well in advance of the delivery of poles. Our foreman, Ronald Halberg, was on the job 12/17/73. On 12/19/73, he requested a man from the union hall. One was not available until 12/26/73, so our man had to work alone for the first week.

Due to the late delivery of poles, the job was delayed to the time of year where the weather is extremely cold, windy, and snowy. This caused some delay in the production of work. Reports from the daily time records indicate temperatures from -10° on January 7 to a high of 27° on January 9. The weather was also extremely windy. The cold weather also caused loss of time due to our ladder truck not starting because of the cold. Also

some time was lost because of the gas shortage.

In summary, the tenuous steel availability and transportation difficulties with regards to possible unwillingness to grant high priority to shipments into the northwest because of fuel and weather problems, created close to sixty days cumulative delays. Manufacturer's engineering workload in preparation of prints, bad weather after receipt of pples and gas shortage also created some delay.

We feel every effort was made by all concerned to meet the deadline date on the project and that due to the current economic problems the delays were beyond anyones control. We ask that the extension be granted for the full 60 days.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7885 Contractor Olson Electric Co., Inc.

Highway Century Drive

Section Franklin Ave. @ Wall St. (Bend)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED ~~or GRANTED~~. The reasons for such recommendation are as follows: Request for 60 day extension is not justified. No documentation of material shortages is presented. Time required for shipment of poles to job site was excessive and documented. The cause is based on Oregon's fuel shortage. A total of 23 days was taken to ship the poles to job site. Normal shipment time is estimated to be 10 days.

Region recommends allowing an increase of 13 calendar workdays in lieu of the 60 days requested.

Recommended for Approval:

Robert H. Landmann
Act. Division Engineer

Construction ~~Engineer or Bridge Engineer~~

Acting ~~Asst~~ State Highway Engineer

Contract No.	7885
Project designation	State (State-Federal)
Date awarded	May 22, 1973
Work started	October 16, 1973
Per cent completed	100 March 2, 1974 (Date)
No. of Calendar Workdays Allowed	150
No. of Calendar Workdays Used	210
No. of Added Calendar Workdays Requested	60

7885

5

April 16, 1974

Nalbon Insurance Co.
620 Newport Center Drive
Newport Beach, CA 92660

Gentlemen:

Contract No. 7885 awarded to Olsen Electric Co., Inc. for work on Franklin Avenue at Hall Street in the City of Reno on the Century Drive Highway in Washoe County was completed on March 2, 1974, and accepted by the Administrator and State Highway Engineer on April 15, 1974.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before April 21, 1974.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Hand
CONSTRUCTION SERVICES

rw

cc: Olsen Electric Co., Inc.
200 East 5th Street
Vancouver, Washington 98660

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

7885

8

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 15, 1974

TO C. W. Head
Commission Services

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Attached is a report on approval of completed contracts which I accepted under authority delegated to me by the Transportation Commission

Att.

cc A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
Vince Gallagher

letter to TCC

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on April 15, 1974, I accepted the following:

✓ Contract No. 7516 , Work Completed February 28, 1973

Project Powder River-Baldock Slough

Highway Old Oregon Trail County Baker

Type of Work Grading, Paving, Structures & Signing

Contractor Babler Bros., Inc.

✓ Contract No. 7796 , Work Completed April 4, 1973

Project Baker Valley Rest Area

Highway Old Oregon Trail County Baker

Type of Work Landscape Improvement

Contractor Aichele Landscaping, Inc.

Contract No. 7885 , Work Completed March 2, 1974

Project Franklin Ave. at Wall St. (Bend)

Highway Century Drive County Deschutes

Type of Work Traffic Signal Installation

Contractor Olson Electric Co., Inc.

Contract No. 7975 , Work Completed March 8, 1974

Project Maxwell & "A" Line Canal

Highway Hermiston County Umatilla

Type of Work Structures

Contractor Ross Bros. Construction, Inc.

Administrator and State Highway Engineer

7885

5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Franklin Ave. @ Wall St. (Bend)		WEEK ENDING: March 30, 1974
		SECTION PREFIX: 109-1133
HIGHWAY: Century Drive		COUNTY: Deschutes
NAME OF JOB: Franklin Ave. @ Wall St. (Bend)	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Olson Electric Co., Inc.	CONTRACT NUMBER: 7885	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 22, 1973	DATE WORK STARTED: October 16, 1973	ESTIMATED COMPLETION DATE: March 2, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 150	CALENDAR DAYS USED: 210
PROJECT AUTHORIZATION: $ 10,784.76	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 140
EXCLUSIVE OF ENGINEERING: $ 9,842.86	ENGINEERING AUTHORIZATION: $ 941.90	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST excl. of engr.: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 9,842.86	This week: 0.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION incl. engr.: 91
	ENGINEERING COST TO DATE: $ 1,496.00	DATE PROJECT WAS COMPLETED: March 2, 1974
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 158 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None--Project completed

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear, warm	0		Project completed
MONDAY	Rain a.m. P.cloudy, p.m.	0		
TUESDAY	P. cloudy, cool	0		
WEDNESDAY	Rain, cold	0		
THURSDAY	Snow, rain, cold	0		
FRIDAY	Rain, cold	0		
SATURDAY		0		

Kessey Bond Jackmord Harwood Johnsen Walker

RECEIVED APR 1 1974 CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 3/24/74	No work - All contract work completed.
MONDAY 3/25/74	
TUESDAY 3/26/74	
WEDNESDAY 3/27/74	
THURSDAY 3/28/74	
FRIDAY 3/29/74	
SATURDAY 3/30/74	

REMARKS

All contract work completed March 2, 1974.
Semi-final expected to be submitted to region office Monday, 4/1/74.

Const. (1) ✓
Region (1)
File (1)

SIGNED N. D. Krehbiel LOCATION Redmond

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-0210

7885

Salem, Oregon

March 22, 1974

C. T. Keasey
Construction Engineer

Vince Gallagher
Contract Payments

Request Contract Acceptance

Contract 7885, Work Completed March 2, 1974

Project Franklin Ave. at Hall St. (Bend)

Highway Century Drive

County Deschutes

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date _____

Conditions not acceptable:

Construction Engineer

cc: H. S. Cox
J. R. Oakes
Virgil Boyd
John Jenkins
Donald L. Trout

VG:js

7885

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 12, 1973

Olson Electric Company, Inc.
200 East 5th Street
Vancouver, Washington 98660

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7885 for traffic signal installation on Franklin Avenue at Hall Street in the City of Bend on the Century Drive Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Balboa Insurance Company
620 Newport Center Drive
Newport Beach, California 92660

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
Norman Krebbiel

6-4-73 Files

5

OLSON ELECTRIC COMPANY, INC. P. O. BOX 830, VANCOUVER, WASHINGTON 98660

PHONE (206) 694-6585 PORTLAND (503) 285-0295

7885

LETTER OF TRANSMITTAL

TO: Oregon State Highway Div.
Highway Bldg
Salem, Oregon 97310

Date: 6/4/73

Re: Bend, Ore. Franklin Ave

Job No. 0819 - 7885

GENTLEMEN:

We are

- ☐ Requesting plans and specifications _____ w/ proposal form
- ☐ Returning Plans and specifications _____ attached _____ under separate cover
- ☐ Enclosing plan deposit check in the amount of $_____
  Refundable_____ Nonrefundable_____
- ☐ Please refund plan deposit $_____
- ☐ Submitting Change Order, if approved please return signed copy
- ☐ Submitting material approvals
  - ☐ Approved as noted
  - ☐ For corrections
- ☐ Submitting for reimbursement: tearsheets, billings, payments
- ☒ Enclosing for your use
  Please sign and return

Description: For Bids Due _____ 19_____

Executed Contracts with performance bonds.

RECEIVED
JUN 5 1973
OREGON
STATE HIGHWAY COMMISSION

OLSON ELECTRIC COMPANY, INC.

By Geraldine Iverson

bc C. T. Casey
Walt [illegible]
L. H. Young
Attn Vince Gallagher
J. F. Putnam
Norman Krehbiel
William Geibel (SAIF)

5

7885

May 22, 1973

Olson Electric Company, Inc.
200 East 5th Street
Vancouver, Washington 98660

Gentlemen:

The State Highway Commission on April 30, 1973, accepted your proposal for traffic signal installation on Franklin Avenue at Hall Street in the City of Bend on the Century Drive Highway in Deschutes County in the amount of $9,169 and referred it to the Administrator of Highways with authority to award the contract as soon as the City of Bend approves the project and deposits $5,390.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7885.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 4, 1973.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

bs
Enclosures

By
R. H. Graham, Assistant Secretary

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

7885

April 18, 1973

Mr. Arthur R. Johnson
City Manager
City of Bend
P. O. Box 431
Bend, Oregon 97701

Dear Mr. Johnson:

Your letter of April 4, 1973, requested consideration of the intent of the policy statement for cooperative traffic control projects by which the State maintains the traffic control installation. The question involved the possibility of the State taking the maintenance of the signal installation at Franklin and Wall Streets after it had been revised.

This letter is to advise you that a major revision of this type would qualify under the policy statement. After the revision has been completed, the State will maintain the equipment at this intersection.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

LEG:pb jf

bc: F. B. Klaboe
A. E. Johnson
L. E. George
J. F. Putnam

CITY of BEND POST OFFICE BOX 431 PHONE (503) 382-4211

April 4, 1973

Mr. L. E. George
Traffic Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. George:

In reference to the proposed traffic signal revision at Franklin and Wall Street in Bend by which the existing span wire installation will be replaced by mast arms, a question exists as to the new agreement entered into between the State and City regarding maintenance of the revised installation. The new agreement stipulates that after completion of the project, City shall continue to maintain the traffic signals.

Since the proposed installation will be a major improvement to the existing system it may fall within the intent of the Policy Statement for Cooperative Traffic Control Projects by which the State maintains the traffic control installation. A determination on this item is desired and if practicable, a modification of the new agreement is requested to provide for State maintenance of the signals.

Sincerely,

Arthur R. Johnson
City Manager

/ja

NOTED
L.E. GEORGE

RECEIVED
APR 5 1973
TRAFFIC ENGINEERING

5y

12-12-72

7885

December 15, 1972

City of Bend
P. O. Box 431
Bend, Oregon 97701

Attention: Julia S. Johnson
Recorder-Treasurer

MISC. CONTRACTS and AGREEMENTS No. 4631

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals at Franklin Avenue and Wall Street on the Century Drive Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc L. E. George
(conf. agree. att.)

RECEIVED
DEC 6 - 1972

7885

December 5, 1972

To Oregon State Highway Commission

From Tom Edwards
State Highway Engineer

Subject Traffic Signal Agreement
Franklin Ave. & Wall Street
Bend

An agreement has been reached with the City of Bend for the installation of traffic signals at the subject intersection.

This agreement provides that the State shall do the work of the project with the City agreeing to pay one-half the cost, maintain the installation, and pay for electrical energy. The total cost of this installation is $8,000, the State's share to be taken from State Construction Funds.

Your approval of the agreement and authorization for the Secretary to sign it on your behalf is recommended.

This matter will be on the agenda for your consideration at the December 12 meeting.

bc: C. W. Head
G. M. Baldwin
F. B. Klaboe
R. L. Schroeder
L. E. George
H. S. Cox
V. E. Skoog
J. F. Putnam
L. H. Young
Ben Gifford
Gary Ross
Gary Sund

VPJ:njc dps

OREGON STATE HIGHWAY DIVISION

December 1, 1972

7885

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

To: Julia S. Johnson
Recorder-Treasurer
P.O. Box 931
Bend, Oregon 97701

From:
L. E. George
Traffic Engineer

Subject: Traffic Signal Revision
Franklin & Wall
Bend

This will acknowledge receipt of two signed copies of an agreement covering the revision of traffic signals at the subject intersection and copies of a resolution enacted by the City Commission.

This matter will be presented to the State Highway Commission for its consideration at its meeting of December 12, and subject to its approval, one fully executed copy of the agreement will be furnished for your files.

njc

bc: C. W. Head
R. L. Schroeder
H. S. Cox

NOTED
R. L. SCHROEDER

RECEIVED
DEC 4 1972
Office of Assistant State Highway Engineer

Form E-123

RECEIVED
OCT 20 1972
FOR FILING

7885

Salem, Oregon
October 18, 1972

Mr. L. E. George
Traffic Engineer

Signal Poles
Franklin and Wall Streets
Bend, Oregon

Attached is a copy of correspondence from Regional Engineer J. F. Putnam concerning a request from the City of Bend to install new signals at the subject location, suggesting a 50-50 split of costs.

Would you please have an estimate prepared for doing this work and submit it to County-City Section for further handling to determine if funds are available and if the City will concur. If so, County-City will proceed with an agreement.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

Attachment

cc/enc. Tom Edwards
F. B. Klaboe
R. L. Schroeder
R. N. Bothman
H. S. Cox
J. F. Putnam

FORM E-50 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
October 16, 1972

SUBJECT: Signal Poles
Franklin and Wall
Bend

To: A. E. Johnson
Asst. State Highway Engineer
SALEM

From: J. F. Putnam
Regional Engineer

By: Robert C. Pool
Regional Maintenance Engineer

Attached is a letter from Harry Metke, Superintendent of Public Works for the city of Bend, which requests that we participate in the replacement of the four signal poles at the intersection of Franklin and Wall Streets in Bend.

In 1969 we participated in contract improvements to the signals at this location. At that time additional signal heads and illuminated signs were placed on the span wires. Apparently, this additional weight on the span wires is the reason for the poor condition of the poles at this time. On two of the poles the foundation has actually shifted so that the base of the pole is inclined. On the other two the pole base is vertical, however, the upper part of the pole leans inward substantially. It would appear that because of the additional weight placed on the poles during the 1966 contract that we would be obligated to participate in the replacement of these poles.

If you concur with this proposal please have the traffic section make an investigation and cost estimate for consideration by the city of Bend.

RCP:kn

Enclosure

RECEIVED
OCT 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

CITY of BEND POST OFFICE BOX 431 PHONE (603) 382-4

October 9, 1972

Oregon State Highway Dept.
P.O. Box 1249
[illegible], Oregon 97701

Attention: Mr. J.F. Putnam

Dear Mr. Putnam:

The existing traffic signals at the intersection of Franklin [illegible] are suspended on span wires which over a period of [illegible] have caused the four corner posts to lean inward. Loaded log trucks have hit the signal lights in the past. During periods of high winds the signals are nearly horizontal. Early replacement of the four corner posts, preferably with two monolever combination poles carrying two directional mast arms, is requested.

Since both streets involved are Business U.S. 97 at this intersection, will your department consider constructing this improvement if the city provides fifty percent of the funds to alleviate this hazardous situation?

A cost estimate of a suitable mast arm installation is requested.

Very truly yours,

Harry Metke

Harry Metke
Supt. of Public Works

cc: Art Johnson

RECEIVED
OCT 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

7886 Sutherlin (N.E. First Ave.) Sec. 1973
in the City of Sutherlin
(Grading and paving)

CVA 4L6N3

2-2-73

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-68)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Sutherlin
City Hall
Sutherlin, Oregon 97479
Attention of Mrs. Shirley J. Linton

Request No. (assigned by staff engineer or head of division) cc 1387
Date January 4, 1974
Payer's Order No. (if any)
Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Special City Allotment project on N.E. 1st Avenue

Contract No. 7886

Covered by agreement dated January 31, 1973.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Advance deposit by City		$5,510.00
		As per attached statement:		
		Final cost	21,617.16	
		State's agreed share	16,511.40	
		City's agreed share		5,105.76
		REFUND DUE CITY		$ 404.24

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $5,510.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
310-1431-295 ---
310-1739-295 $5,105.76

Submitted by: Gary E. Zehner

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

Date January 4, 1974

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1973

Contract # 7886 Prefix 310-1739 Survey Prefix 310-1431

Street N.E. 1st Avenue

City Sutherlin

Payments to Contractor (see attached voucher)	*	$ 19,148.47
Engineering and Contingencies		2,468.69
Survey: Total $ 1,800.93 Prorated Share		--
TOTAL		21,617.16
Agreed State Share		16,511.40
Agreed City Share	**	5,105.76
City Advance Deposit		5,510.00
REFUND DUE CITY		$ 404.24

Reference: Outside Billing cc 1387

*Includes interest in the amount of $2.22
**Includes cost of concrete curbs and walks

RU

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON 97310

PAYEE

Roseburg Paving, Inc.
P. O. Box 1427
Roseburg, Oregon 97470

REMITTANCE ADVICE
ENCLOSED CHECK PAYS
CLAIM DETAILED BELOW.

			$
Contract No. 7886	Est. #3, Final	Principal	1,111.32
		Interest	2.22
			1,113.54

sg

00908

A-52 (REV 10-72) ACKNOWLEDGEMENT OF RECEIPT OF CHECK IS NOT REQUIRED SP*53898-734

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: DOUGLAS | CONTRACT NO.: 7886 | ESTIMATE NO.: 3 | PREFIX NO'S.:

HIGHWAY: CITY STREET | FEDERAL AID PROJECT NO.:

SECTION: SUTHERLIN (NE 1ST AVE)

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	9N GENERAL EXCAVATION	LUMP SUM	2745,0000	100,000	2745,00	2745,00
002	9N 1IN-0 AGGREGATE BASE 10-1/2 IN THICK	SQ YDS	2,0000	2,009,900	4019,80	3688,80
003	9N CLASS C ASPHALT CONCRETE 3 INCHES THICK	SQ YDS	2,1000	1,849,800	3884,58	3861,48
004	9N 12-INCH SEWER PIPE	LIN FT	8,0000	54,000	432,00	432,00
005	9N 18-INCH SEWER PIPE PA #1	LIN FT	11,0000	50,000	550,00	550,00
006	9N CONCRETE MANHOLES	ONLY	375,0000	1,000	375,00	375,00
007	9N CONCRETE INLETS TYPE CG-1	ONLY	275,0000	4,000	1100,00	1100,00
008	9N 6-INCH DRAIN PIPE	LIN FT	5,5000	57,000	313,50	313,50
009	9N CONCRETE WALKS	SQ YDS	7,2000	368,300	2651,76	2651,76
010	9N CONCRETE DRIVEWAYS	SQ YDS	9,9000	57,500	569,25	569,25
011	9N CONCRETE CURBS	LIN FT	3,0000	818,000	2454,00	2454,00
	FORCE ACCOUNT ITEMS					
802	9N FURN & INSTALL 4IN DRAINS				51,36	41,15

DATE: 08 09 73 PG. 01 7886	TOTAL CONTRACT ITEMS	19994,89	18940,79
PREVIOUS VOUCHER NO.: 1619	-- % RETAINED ON CONTRACT ITEMS	---	947.04
CHECKED BY: CP/sg	FORCE ACCOUNT	51,36	41,15
ENGINEER OR AUDITOR: Vernon E. Shull	TOTAL PAYMENTS	19,146.25	18,034.93

CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
7686	3	
FEDERAL AID PROJECT NO.		

UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
2745,0000	100,000	2745,00	2745,00	
2,0000	2,009,900	4019,80	3888,80	131,00
2,1000	1,849,800	3884,58	3861,48	23,10
8,0000	54,000	432,00	432,00	
11,0000	50,000	550,00	550,00	
375,0000	1,000	375,00	375,00	
275,0000	4,000	1100,00	1100,00	
5,5000	57,000	313,50	313,50	
7,2000	368,300	2651,76	2651,76	
9,9000	57,500	569,25	569,25	
3,0000	818,000	2454,00	2454,00	
		51,36	41,18	10,18

7886

August 15, 1973

Fidelity & Deposit Co. of Maryland
3000 First National Bank Tower
Portland, OR 97201

[redacted]:

On August 14, 1973, we wrote to you concerning release of final payment on Contract No. 7886 awarded to Roseburg Paving, Inc., for work on S. E. 1st Avenue in Sutherlin, Douglas County.

Final payment on this contract is $1,111.32 and the total contract amount is $19,146.25 including $91.36 for work performed under force account.

Very truly yours,

C. W. Neal, Manager
[redacted]

Enc.

cc Roseburg Paving, Inc.
P. O. Box 1427
Roseburg, Oregon 97470

C. T. Mossey
Walt Hurt
V. E. Skeen
Attn: Dick Knook
Alfred Shirley

7886

August 13, 1973

TO Oregon Transportation Commission

FROM P. D. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7886, Work Completed July 9, 1973

Project Sutherlin (N.E. 1st Ave.)

Highway City Street, County Douglas

Type of Work Grading and Paving

Contractor Roseburg Paving, Inc.

Recommended Acceptance Date August 9, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 14, 1973 for your formal concurrence.

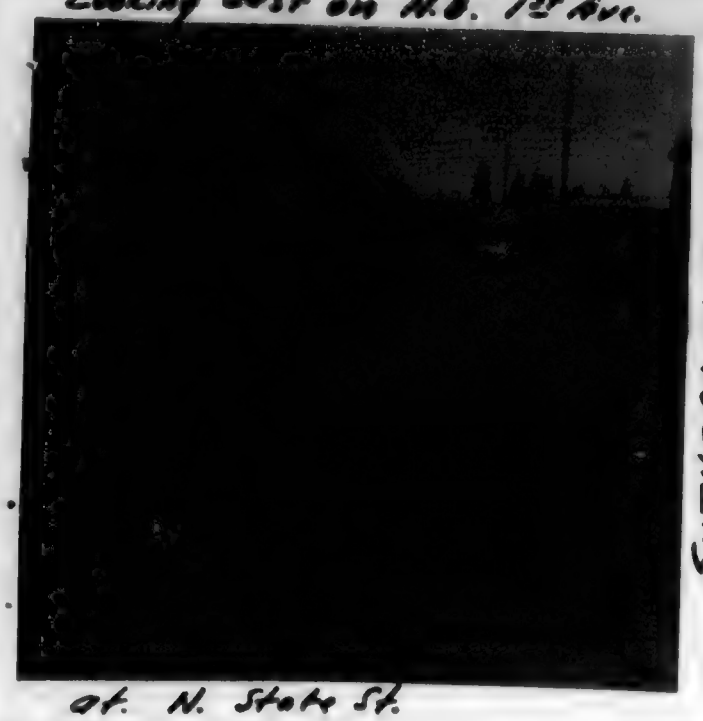
YG:pr

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

8-6-73

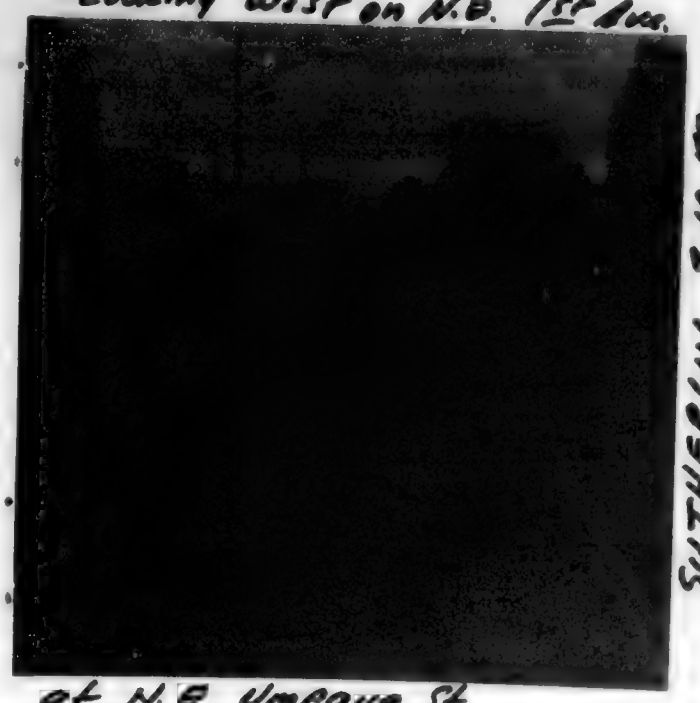
7-10-72

Looking East on N.E. 1st Ave.



at N. State St.

Looking West on N.E. 1st Ave.



at N.E. Umpqua St.

SCA

CITY OF SUTHERLIN DOUGLAS COUNTY, OREGON 97479 — P. O. Box 459 — Phone 503 459-2856

July 17, 1973

Oregon State Highway Division
Mr. J. X. Wilson
Regional Construction Engineer
Roseburg, Oregon 97470

Dear Mr. Wilson:

The Common Council of the City of Sutherlin, at their regular meeting July 9, 1973, approved the completed project on N. E. First Avenue between State and Umpqua Streets.

Said project was constructed by Roseburg Paving, and was under the Special City Allotment project.

Respectfully,

Shirley J. Linton
City Recorder

CITY OF SUTHERLIN STATE OF OREGON SEAL

RECEIVED
COUNTY & CITY SECTION
JAN 7 1974
☑ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

CC: H.S. COX
CITY COUNTY

7886

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sutherlin (N.E. 1st. Ave.)		WEEK ENDING: July 14, 1973
HIGHWAY: City Street		SECTION PREFIX: 310-1739
		COUNTY: Douglas
NAME OF JOB: Sutherlin (N.E. 1st. Ave.)	KIND OF WORK: Grading & Paving	
CONTRACTOR: Roseburg Paving, Inc.	CONTRACT NUMBER: 7886	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 8, 1973	DATE WORK STARTED: May 29, 1973	ESTIMATED COMPLETION DATE: July 9, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: Workdays 60	WORK DAYS USED / CALENDAR DAYS USED: Workdays 52
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $24,536.58		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $22,393.62	ENGINEERING AUTHORIZATION: $2,142.93	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $19,112.22	ENGINEERING COST TO DATE: $2,418.50	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 14.65%	PERCENT OF AUTHORIZATION: 112.85%	July 9, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.08	0.08			0.08
MILES PARTIALLY COMPLETED	0.08	0.08			0.08
MILES COMPLETED	0.08	0.08			0.08
TOTAL ESTIMATED QUANTITIES (CONTRACT)	673 CY	2,500 Sq Yd			2,250 Sq Yd
TOTAL QUANTITIES CORRECTED TO DATE	673	2,001.6			1,841.5
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	673	2,001.6			1,841.5
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	1		
MONDAY	Clear	1		Project Completed
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Fouting
Feary
Evans
Jackmond
Hardt
Johnson
Walker
Peace
Glenn
Berg

RECEIVED
JUL 16 1973
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

July 8, 1973 SUNDAY	
MONDAY	Final cleanup. Project Completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed Monday.
Semi-Final submitted to the Region office Friday.
This is the final report.

SIGNED J. E. Skull LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

OREGON STATE
HIGHWAY DIVISION

7886

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 22, 1973

Roseburg Paving, Inc.
P. O. Box 1427
Roseburg, Oregon 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7886 for work on N. E. First Avenue in the City of Sutherlin in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Fidelity & Deposit Co. of Maryland
3003 1st National Bank Tower
Portland, Oregon 97201

Fidelity & Deposit Co. of Maryland
Baltimore, Maryland

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
Vernon Shull

May 7, 1973

Mrs. Shirley J. Linton
City Recorder
City Hall
Sutherlin, Oregon 97479

Dear Mrs. Linton:

We wish to acknowledge receipt of the City of Sutherlin's check #2600 in the amount of $5,510.00, as payment on the 1973 Special City Allotment project on N.E. First Avenue between State and Umpqua Streets.

The project is now clear for award to the apparent low bidder of Roseburg Paving, Inc.

We appreciate your cooperation in this matter and invite any inquiries.

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary
Gary K. Zahner
Cities Engineer

GKZ:ljt

bc: L. H. Young
C. T. Keasey
V. E. Skeen (Attn: John Harr)
A. Shirley, Jr.

Check #2600 rec'd 5/7/73
By R Harter 5.7.3

ENGR. ASST. OE AE UE
UPE CE RPE RPE

7886

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

cc: R. L. Schroeder
L. H. YOung
C. T. KEasey
V. E. Skoog, Attn: J. Herr
Al Shirley, Region 3

April 26, 1973

Mrs. Shirley J. Linton
City Recorder
City Hall
Sutherlin, Oregon 97479

Dear Mrs. Linton:

On April 26, 1973 the State Highway Commission opened bids on the 1973 Special City Allotment project on N.E. First Avenue. The apparent low bid was submitted by Roseburg Paving, Inc. of Roseburg.

The anticipated cost is as follows:

Contractor's bid	$21,329.30
Anticipated additional item:	
Flagging (State share)	100.00
	$21,429.30
Engineering & Contingencies (14½%)	3,107.25
TOTAL	$24,536.55

As the contract cannot be awarded until the City has deposited its estimated share of cost, please forward, at your earliest convenience, a check to this office in the amount of $5,510 made payable to the Oregon State Highway Commission. The above amount is for the cost of curbs and sidewalks.

Very truly yours,

H. S. Cox
County and City Engineer

By
Gary E. Zehner

Gary E. Zehner
Cities Engineer

GEZ:ljt

NOTED
R. L. SCHROEDER

RECEIVED
APR 26 1973
Office of
Assistant State Highway Engineer

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

PROJECT NUMBER
#3 PROPOSAL NO. 3

LOCATION
DOUGLAS COUNTY
SUTHERLIN (N.E. FIRST AVE.) SECTION
CITY OF SUTHERLIN

OWNER
OREGON STATE HIGHWAY DEPARTMENT

DATE OF BID OPENING
APRIL 26, 1973

BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $

(3) LOW BIDDERS

Roseburg Grading Inc. Roseburg		
NO.	NO.	NO.

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	General Exc.	1	2,745	2745	
2,500	S.Y.	1" - 0 Aggregate Base, 10-1/2 Inches Thick	2	2.00	5000	
2,250	S.Y.	Cl. "C" Asphalt Concrete 3 Inches Thick	3	2.10	4725	
54	L.F.	12-inch Sewer Pipe	4	8.00	432	
64	L.F.	18-inch Sewer Pipe	5	11.00	704	
1	Only	Concrete Manholes	6	375	375	
4	Only	Concrete Inlets, Type CG-1	7	275	1100	
50	L.F.	6-inch Drain Pipe	8	5.50	275	
390	S.Y.	Concrete Walks	9	7.20	2808 *	
47	S.Y.	Concrete Driveways	10	9.90	465.30	
900	L.F.	Concrete Curbs	11	3.00	2700 *	
				* 21,329	21,329.30	
*		Paid by City				

SUTHERLIN (N.E. 1ST AVE.) SECTION

CITY STREET

DOUGLAS COUNTY

State Project
0.08 Mile Grade and Pave

Bids Received April 26, 1973

1.	General Excavation	All Specified		$ 3,000.00
2.	1" - 0 Aggregate Base, 10-1/2 Inches Thick	2,500 sq.yds.	2.10	5,250.00
3.	Class "C" Asphalt Concrete, 3 Inches Thick	2,250 sq.yds.	2.05	4,612.50
4.	12-inch Sewer Pipe	54 lin.ft.	7.00	378.00
5.	18-inch Sewer Pipe	64 lin.ft.	10.75	688.00
6.	Concrete Manholes	1 only	300.00	300.00
7.	Concrete Inlets, Type CG-1	4 only	215.00	860.00
8.	6-inch Drain Pipe	50 lin.ft.	6.00	300.00
9.	Concrete Walks	390 sq.yds.	7.50	2,925.00
10.	Concrete Driveways	47 sq.yds.	9.00	423.00
11.	Concrete Curbs	900 lin.ft.	3.85	3,465.00
		For Comparison of Bids		$22,201.50

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$22,201.50
Anticipated Additional Items: Flagging (State Share)	100.00
	$22,301.50
Contingencies (4-1/2%)	1,003.57
Engineering (10%)	2,230.15
Estimated Net Authorization, Construction	$25,535.22

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

PROJECT NUMBER
#3 PROPOSAL NO. 3

LOCATION
DOUGLAS COUNTY
SUTHERLIN (N.E. FIRST AVE.) SECTION
CITY OF SUTHERLIN

OWNER
OREGON STATE HIGHWAY DEPARTMENT

DATE OF BID OPENING
APRIL 26, 1973

BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $

(3) LOW BIDDERS

ROSEBURG PAVING INC		
NO.	NO.	NO.
22,201.50		

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	General Exc.	1	2745	2745	
2,500	S.Y.	1" - 0 Aggregate Base, 10-1/2 Inches Thick	2	2	5000	
2,250	S.Y.	Cl. "C" Asphalt Concrete 3 Inches Thick	3	2.10	4725	
54	L.F.	12-inch Sewer Pipe	4	8	432	
64	L.F.	18-inch Sewer Pipe	5	11	704	
1	Only	Concrete Manholes	6	375	375	
4	Only	Concrete Inlets, Type CG-1	7	275	1100	
50	L.F.	6-inch Drain Pipe	8	5.50	275	
390	S.Y.	Concrete Walks	9	7.20	2808	
47	S.Y.	Concrete Driveways	10	9.90	465.30	
900	L.F.	Concrete Curbs	11	3	2700	
				21,329	21,329.30	

7886

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 10, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
April 26 Bid Letting

Bids will be taken April 26 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for

1. Clear Creek Bridge Section
Woodburn-Estacada Highway, Clackamas County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established ... if ... the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. UPRR O'xing Hood River (Button) Bridge Section
FAS 349, Hood River County
Grade, Pave and Structure (Co-op) Project

A five-foot sidewalk will be provided along the length of the project. This project was previously on the January 23 agenda.

3. Oregon Coast Highway-Waterline Drive (Newport) Section
Waterlin Drive, Lincoln County
Grade and Pave Project

Same as No. 1. If the need for paths does arise in the future, they can be added at that time.

4. Nestucca River (Pacific City) Bridge Section
FAS 618, Tillamook County
Structure Project

A sidewalk will be provided on the south side of the structure.

5. Nedonna Beach-Barview Section
Oregon Coast Highway, Tillamook County
Overlay Paving Project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. Franklin Avenue at Wall Street (Bend) Section
Century Drive Highway, Deschutes County
Signal Project

Same as No. 5.

7. Sutherlin (N. E. First Avenue) Section, Douglas County
Grade and Pave Project

A five-foot sidewalk will be provided along each side of the project.

The following listed overlay and rock production projects were not included on the agenda for the March 6 meeting. Bids for these projects were received on March 29, 1973. For documentation of our records, footpaths and bicycle trails are not incorporated on these projects as no new highway construction, reconstruction or relocation is involved:

8. Rainbow Rock Section
Oregon Coast Highway, Curry County
Rock Production Project

9. Maupin Section, The Dalles-California Highway, Wasco County
Rock Production Project

10. Grass Valley Section, Sherman Highway, Sherman County
Rock Production Project.

11. Willamette Junction Section, Willamette and The Dalles-California Highways, Klamath County
Rock Production Project

12. Heppner Section, Heppner and Heppner-Spray Highways
Morrow County
Rock Production Project

13. Ukiah Section, Pendleton-John Day and Ukiah-Hilgard Highways, Umatilla County
Rock Production Project

14. Dean Creek-Mill Creek Section
Umpqua Highway, Douglas County
Paving Project

15. Bandon-McTimmons Road Section
Oregon Coast Highway, Coos County
Paving Project

16. Lake County Line-Cap Ranch Section
Central Oregon Highway, Harney County
Paving Project

17. Jamieson-Willow Creek Section
John Day Highway, Malheur County
Paving Project

18. Elgin Section, Weston-Elgin and Wallowa Lake Highways, Union County
Rock Production Project

These matters will be on the agenda for the April 17 meeting and your approval is recommended.

bc C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
Gary Sund

JDM:jp/ESH ja

Overall Length of Pro

3-12-73

PRELIMIN
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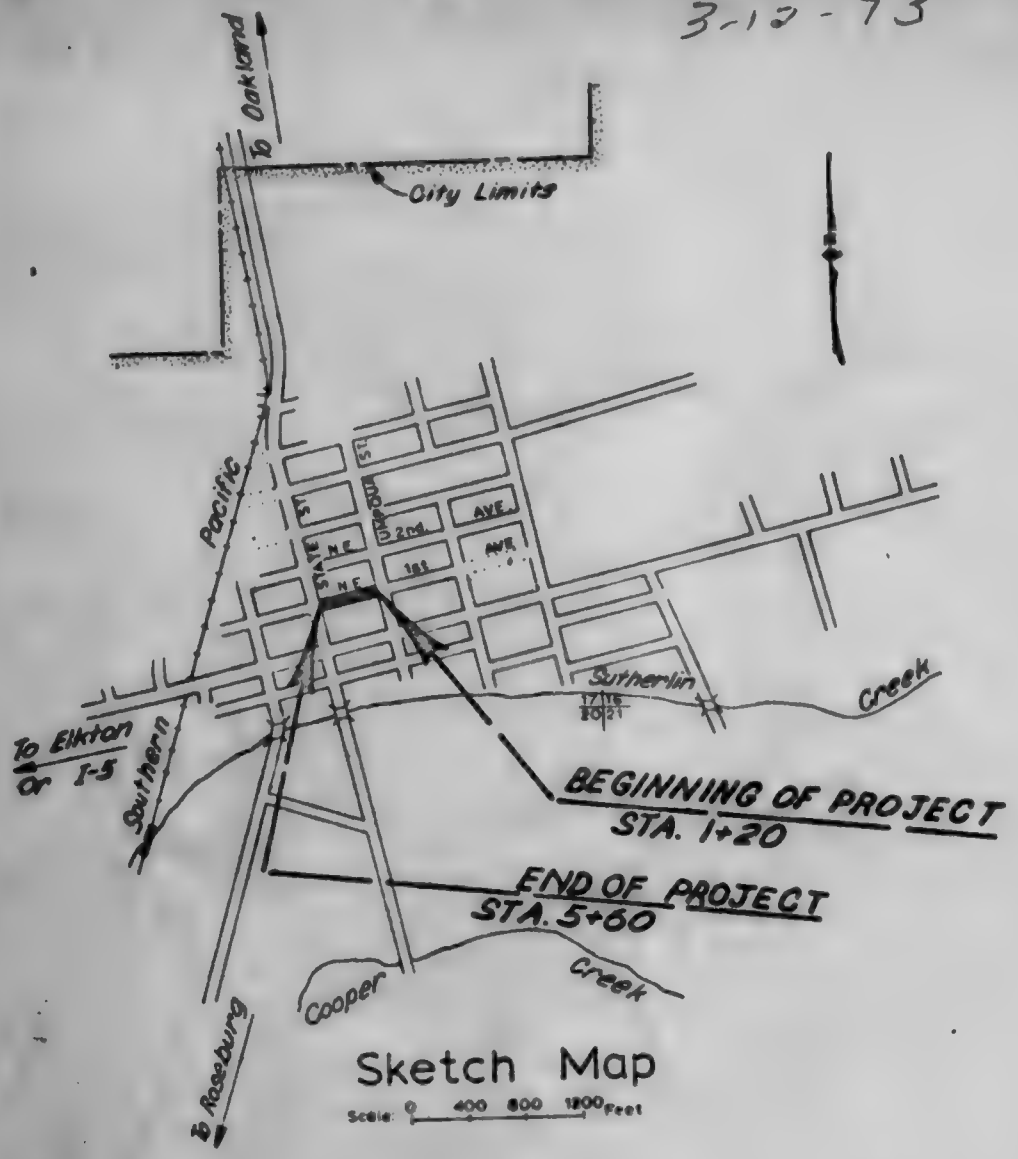
SUBJECT
FINAL D



Sketch Map

Scale: 0 400 800 1200 Feet

PRELIMINARY
SUBJECT TO C

S U M M A R Y

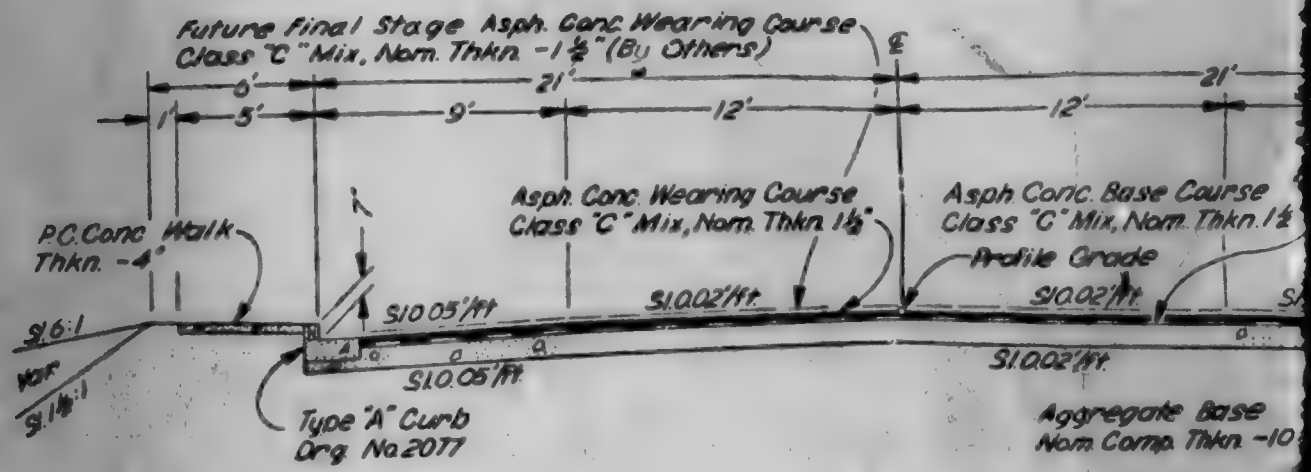
ITEM	UNIT	NET QUANT	ALLOW	TOTAL

Overall Length of Project-0.08 Miles

PRELIMINARY COPY
MAR - 5 1973
SUBJECT TO CHANGE
FINAL DESIGN UNIT

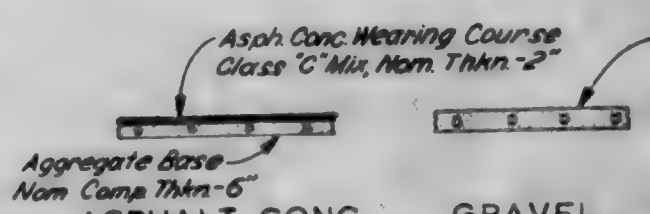
INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Sketch Map, Summary, Typical Section
2	Plan & Profile

TYPICAL SECTIO



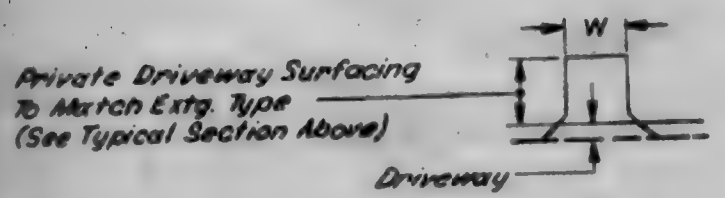
STA. 1+20 TO STA. 5+60

PRELIMINARY COPY
SUBJECT TO CHANGE



ASPHALT CONC. GRAVEL

PRIVATE DRIVEWAY SURFACING



TYPE "A" DRIVEWAY
(For Details Not Shown, See Drg. 2077)

ALLOW	TOTAL

RECEIVED
COUNTY & CITY SECTION
MAR 14 1973
ENGR. CUBR. AE UE
UPE RE RPE

APPROV
CITY. O
BY MA
BY REC
DATE

DEX OF SHEETS

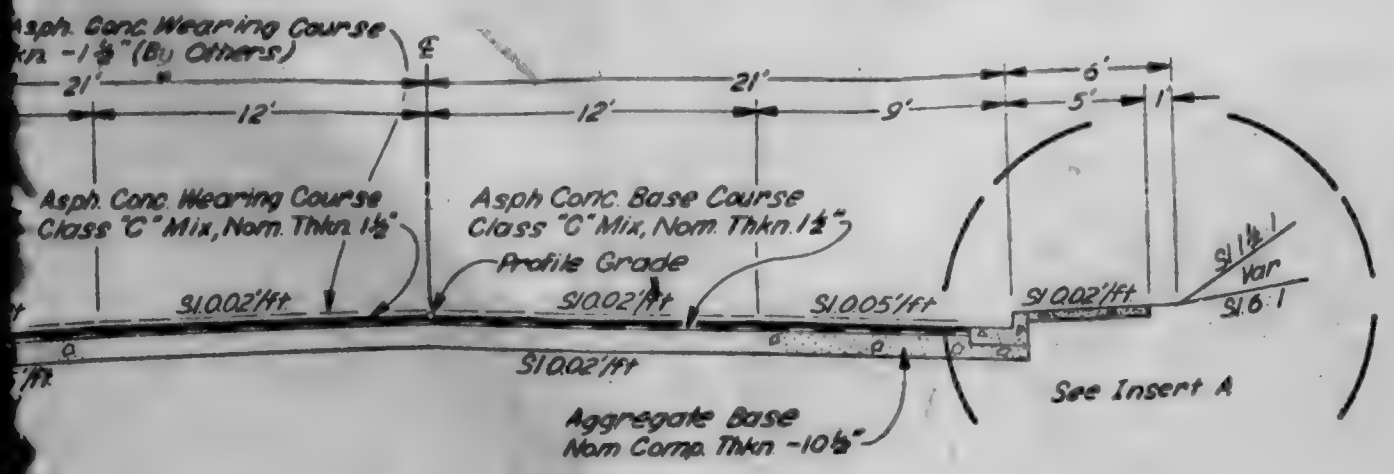
DESCRIPTION
p, Summary, Typical Section
rofile

OREGON STATE HIGHWAY DIVISION
GRADING & PAVING
SUTHERLIN (N.E. 1ST. AVE.) SEC.
CITY STREET
DOUGLAS COUNTY

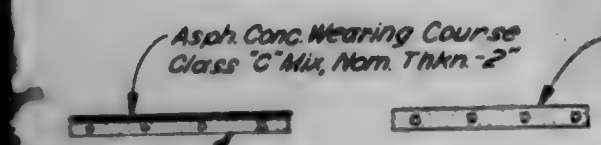
SHEET No. 1

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	STATE		See Index

Y P I C A L S E C T I O N S

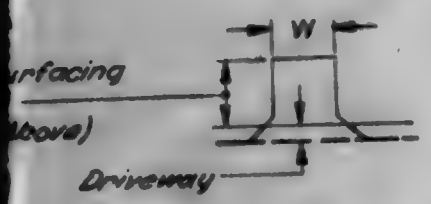


STA. 1+20 TO STA. 5+60

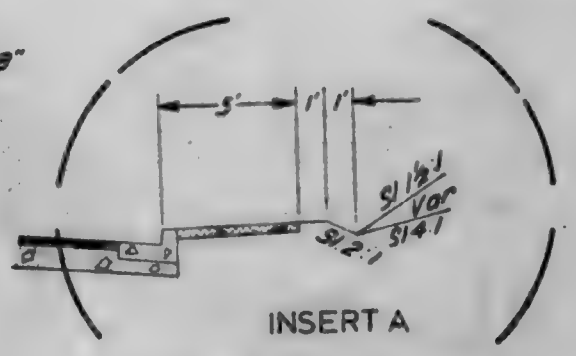


ASPHALT CONC. GRAVEL

VATE DRIVEWAY SURFACING



TYPE "A" DRIVEWAY
(For Details Not Shown, See Drg. 2077)



INSERT A

STA. 2+20 TO STA. 4+10Rt

RECEIVED
COUNTY & CITY SECTION
MAR 14 1973
ENGR. SURV. JT. RE DE
RPE CE RE RPE

APPROVED
CITY OF Sutherlin
BY MAYOR Dr Loyd B. Rapp
BY RECORDER Shirley J. Winters
DATE 3-12-73

KLECKNER-FINLEY

BEN GIFFORD 3-12-73
SCA

Section Sutherlin (N.E. 1st. Ave.)

Highway City Street

County Douglas

Kind of Work Grade & Pave

Project Allotment $ 31,000

Project Length 0.08 m. /e

Completion Time 60 calo. workdays

FA Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 22,201 50

Anticipated Additional Items:

Flagging (State Share)	$ 100 -	
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Stage Construction Striping		
Temporary Erosion Control		
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages		
Adjust Utilities		
		$ 100 -
		$ 22,301 50
Contingencies (4-1/2%)		1,003 52
Engineering (10 %)		2,230 15
TOTAL		$ 25,535 22
Credit for		
Estimated Net Authorization, Construction		$

RECEIVED
COUNTY & CITY SECTION
MAR 14 1973
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ DE
☐ DPE ☑ CE ☐ RE ☐ RPE ☐

APPROVED
Design Engr.

Sutherlin (N.E. 1st. Ave.) Section

Grading and Paving

Estimate

	Unit	Quant	Unit Cost	Amount
General Excavation	All	All	Lump Sum	3,000—
1"-0 Aggregate Base, 10½ inches Thick	Sq. Yd.	2500	2 10	5250—
Class "C" Asphalt Concrete, 3 inches Thick	Sq. Yd	2250	2 05	4612 50
12 inch Sewer Pipe	Lin Ft.	54	7 00	378—
18 inch Sewer Pipe	Lin. Ft.	64	10 75	688—
Concrete Manholes	One	1	300 00	300—
Concrete Inlets, Type C-4	One	4	215 00	860—
6 inch Drain Pipe	Lin Ft.	50	6 00	300—
Concrete Walks	Sq. Yd.	390	7 50	2925—
Concrete Driveways	Sq. Yd.	47	9 00	423—
Concrete Curbs	Lin Ft.	900	3 85	3465—
			22,201	50

7886

MEMO TO THE FILES
Feb. 7, 1973

Re: Footpaths and Bike Trails
SCA Project
First Avenue
City of Sutherlin

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicate an absence of any need for such paths and trails."

Sidewalks are to be constructed on this project.

Gary E. Zehner
Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
W. H. Tebeau
Victor Wolfe
L. H. Young

NOTED
R. L. SCHROEDER

RECEIVED
FEB 8 1973
Office of
Assistant State Highway Engineer

FORM S-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg,Ore.
Feb. 2,1973

To: Mr. J.H. Verstеeg
Region Engineer
Roseburg,Ore.

SUBJECT: Report of Survey
Sutherlin (First Avenue)
City Street
Douglas County
310-1431-901

The field work commenced Jan. 24,1973 and was completed Jan.25,1973
The office work commenced Jan. 26,1973 and was completed Feb.2,1973.

This survey was for the purpose of preparing plans for grading, drainage, paving, curbs and sidewalks of a 1 block section of City Street.

A preliminary soils report has been completed and a copy is included in the data being submitted.

Prices used in the estimate were obtained from the Cost Engineer's office.

In order to keep costs down and Engineering expenses within reason on construction this estimate is based on materials being supplied from local commercial sources with inspection and acceptance based on the manufacturers certification for imported materials,and the Engineer's Judgement for local materials.

Estimated earthwork quantities (cu.yd.),aggregate base(cu.yd.), A.C.(ton),curbs(~~cu.yd.~~ lin.ft.) and sidewalks (~~cu.yd.~~ SQ.Yd.) are included in the data being submitted.

It is intended that the lineal foot measurement for curbs include the curb drop sections with no adjustment in payment.

Surfacing quantities,by square yard, to be adjusted if other than the specified depth is used.

Excess excavated materials may be disposed of within City Limits, arrangements to be made by the Contractor.

The Contractor to make arrangements for Street Closures.

Vernon E. Shull

Vernon E. Shull
Resident Engineer

SP*58475.704

Form 2-42

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET 1 OF 2 SHEETS

Sutherlin (First Avenue)

310-1431-901 Douglas County

Vernon E. Shull, Resident Engineer, Feb. 1973

QUANTITY & COST SUMMARY

ITEM			UNIT	NET QUANT.	ALLOW	TOTAL	UNIT PRICE	AMOUNT
Temporary Direction	Protection of Traffic	and	All			All	500.00	$ 500.00
Clearing and Grubbing			All			All	250.00	250.00
General Excavation			All			All	2,500.00	2,500.00
Asphalt Concrete- 3"		Thick	sq. yd.	1,990	200	2,190	2.05	4,489.50
Aggregate Base- 10½"		Thick	sq. yd.	2,002	198	2,200	2.10	4,620.00
12" Concrete Pipe			lin.ft.	80	8	88	7.00	616.00
Concrete w/Special	Inlets, Type Grates	CG	one	3	0	3	215.00	645.00
Concrete	Inlets, Type	G	one	1	0	1	175.00	175.00
Manholes			one	1	0	1	300.00	300.00
Type A Concrete Curbs			lin. ft.	838	82	920	3.85	3,542.00
Concrete Sidewalks-4"		Thick	sq. yd.	420	42	462	7.50	3,465.00
Extra for A.C. Concrete Street		Connection	one	2	0	2	75.00	~~75.00~~ 150.00

SP*12500-784

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET 2 OF 2 SHEETS

Sutherlin (First Avenue)

310-1431-901 Douglas County

V.E. Shull, Res. Engr.

QUANTITY& COST SUMMARY

								AMOUNT
	SUBTOTAL							$21,252.50
	ADDITIONAL ANTICIPATED ITEMS:							
	Flagging (State's share)							100.00
	Install 2 -4" drain thru curb; dig drainage ditch							100.00
	SUBTOTAL							$21,452.50
	ENGINEERING AND CONTINGENCIES 20%							4,290.50
	TOTAL							$25,743.00
	18" Concrete Pipe	Lin. Ft.	48	5	53	11.00	583.00	
					PLUS 20%		116.60	
					TOTAL		$26,442.60	

SP•30888-734

S

7886

February 2, 1973

City of Sutherlin
City Hall
Sutherlin, Oregon 97479

Attention: Shirley Winton
City Recorder

MISC. CONTRACTS AND AGREEMENTS No. 4643

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning improvement to First Avenue from State Street to Umpqua Street.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
Att.

cc H. S. Cox
(agree. att.)

1-19-73

7886

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: N. E. 1st Ave.
Highway: City of Sutherlin
County: Douglas
Prefix: 310-1431

Res. Engr. ____
Approx. Length 0.075± mile
Sta. ____ to Sta. ____
Date 1-19-73

Mean Truck A.D.T. 17
Traffic Coefficient 5.9
18 kip s. a. per day 3.5
(1)

Annual Precipitation 32.0+
Frost Penetration - - -
CBE Total Requirement 19.5"

Typical Soil

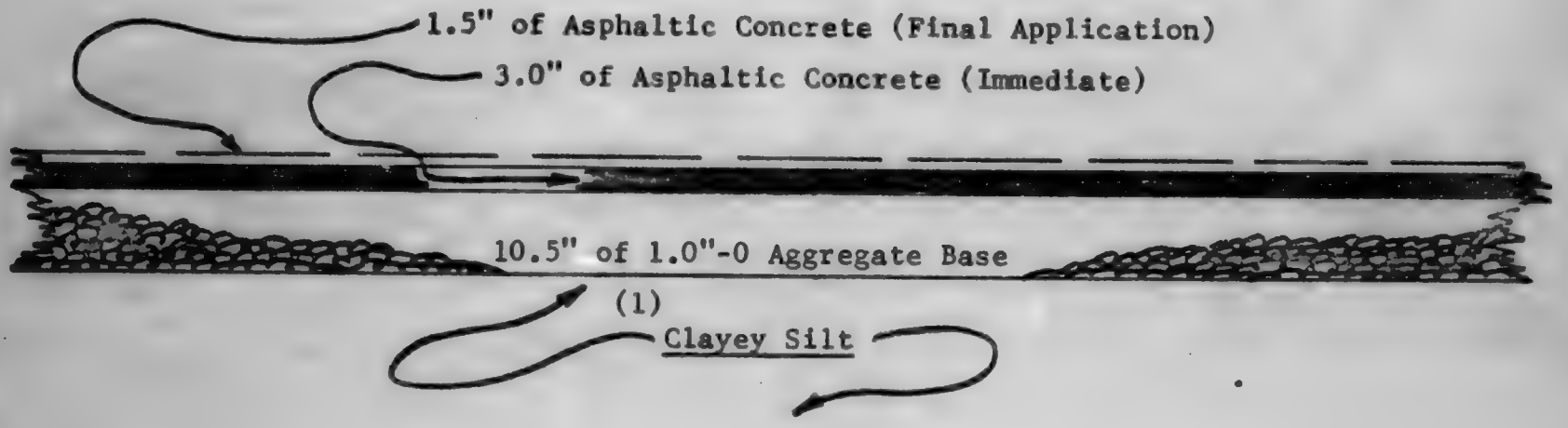
31 LL
8 PI
96 %P 10
70 %P 200
4 % Gravel
7 % C Sand
19 % F Sand
42 % Silt
28 % Clay
8 R Value
A-4 AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
6.0	3.0	A.C. (I.)
10.5	10.5	1.0"-0 A.B.
19.5	15.0	

STRUCTURAL SECTION



See remarks on Page 2.

Submitted by C. O. Guy
Base Design Engineer

Recommended by ____
Engineer of Materials and Research

Recommended by Victor D. Wolfe
Location Engineer

Approved by R. H. Young for E. J. Hunter
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

SECTION: N. E. 1st Ave.

HIGHWAY: City of Sutherlin

COUNTY: Douglas

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*1.0"-0 Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
4.8 - 6.0	2.0"	---	14.0"	18.0"	16.0"
Cars Only	2.0"	---	9.0"	13.0"	11.0"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 5.1 and a C.B.E. Requirement of 16.5". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application."

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0 "	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8 "	Aggregate Base
1.0"	Cement Treated Base	= 1.8 "	Aggregate Base
1.0"	Oil Mat	= 1.1 "	Aggregate Base
1.0"	Aggregate Subbase	= 0.8 "	Aggregate Base
1.0"	Lime Treated Subgrade	= 1.0 "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: N. E. 1st Ave.

HIGHWAY: City of Sutherlin

COUNTY: Douglas

600 Present ADT (19 73)

2.0 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	8	1.67	13	11	450	4,950
3	3	1.67	5	4	1000	4,000
4	0	---	--	--	1250	- - -
5	1	1.67	2	2	3180	6,360
6	0	---	--	--	2570	- - -
				17	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 15,310

TWENTY YEAR EWL 306,200

TRAFFIC COEFFICIENT 5.9

SECTION: N. E. 1st Ave.

HIGHWAY: City of Sutherlin

COUNTY: Douglas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Mostly A.C., some P.C.C. (minor).
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: See remarks.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers asphaltic concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.075± mi.) project and traffic does not warrant the use of C.R.P.C.C.

Cox

FORM S-90 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 21, 1972

SUBJECT: Special City Allotment Program - 1973
Sutherlin (First Avenue)
Douglas County

To: Vernon Shull
Resident Engineer

The above project in your area has been approved for construction in 1973 under the Special City Allotment Program. I have enclosed an estimate, sketch and other background information, supplied by the County and City Engineer, for your use in the preparation of a survey authorization request.

Upon receipt of survey approval, you will need to work up the job as quickly as possible, so we can go to contract early next year.

J. X. Wilson

J. X. WILSON
Region Construction Engineer

JXW/ks

Attach.

cc H. S. Cox
Victor D. Wolfe

RECEIVED
COUNTY & CITY SECTION
DEC 22 1972
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

CITY OF SUTHERLIN DOUGLAS COUNTY, OREGON 97479 — P. O. Box 459 — Phone 503 459-2856

September 29, 1972

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Special City Allotment Act
ORS 366.805

Dear Mr. Cox:

In reply to your letter of September 22, 1972. The City of Sutherlin will be able and willing to pay it's anticipated share of $6,000 for the proposed project on First Avenue, from State Street to Umpqua Street, should the State Highway Commission approve its construction.

Respectfully,

(Mrs.) Shirley J. Linton
City Recorder

CITY OF SUTHERLIN SEAL STATE OF OREGON

RECEIVED
COUNTY & CITY SECTION
OCT 3 - 1972
ENGR. CCOR. RPE

SCA

September 22, 1972

Mrs. Shirley J. Casteel
City Recorder
City Hall
Sutherlin, Oregon 97479

Dear Mrs. Casteel:

It is planned to submit your proposed project on First Avenue, from State Street to Umpqua Street, to the Highway Commission for consideration of construction (1973) under the Special City Allotment Act (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $30,000 for a 42-foot curbed street. The City's share would be $6,000, which is the cost of constructing curbs and sidewalks.

Should the Highway Commission look with favor on your project, would the City of Sutherlin be willing and able to pay its share of the project costs?

Early receipt of a letter stating the City's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

George H. Baldwin
Administrator of Highways

By Gary
for H. S. Cox
County and City Engineer

GHC:ljt

ENGR. COOR. OE RE ME
UPE CE SE DME

8-29-72

SUTHERLIN - George C. Stubbert

Existing St. in fair shape, could stand improvement. 42' c-c would appear to fit.

MYRTLE CREEK - Robert B. Helms 2 pictures

Met with Helms and Darrell Bowman St. Supt. went over data forms. They would like to shorten project on Maltona to include from Spruce Ave. to Douglas Ave. They can come up with $10,000 to $15,000 for project. St. needs repair, oil has been patched, poor drainage and new streets in the area increasing traffic on this St. which links two County roads.

GLENDALE - Robert A. Harris, Mayor Mary Ruth Thompson, Recorder
Red Wyman, Supt. 0.27 1 picture

Met with Mrs. Thompson, they want an overlay on Sether Ave. St. is in good shape except @ Shell Service Station where a sewer line crossing patch is breaking up. City has no money.

July 10 ✓

SUTHERLIN – George C. Stubbert — .075 mi. - 400'
Beaver St. South 5 mi — 2 pictures
Hackerson 5 mi. Oakla...
Roseburg Paving - Roseburg
Umpqua Paving - Winston

Met with Mr. Stubbert sent over data forms, existing oiled St. 20' wide in fair shape. City wants 42' curbed St with Curb & Gutter. County is going to improve Central Ave to a 42' curbed st from Willamette St. to east City limits, City to pay for curbs only.) Drainage would tie into existing on State St. City has finances available for Curbs at their share if any.

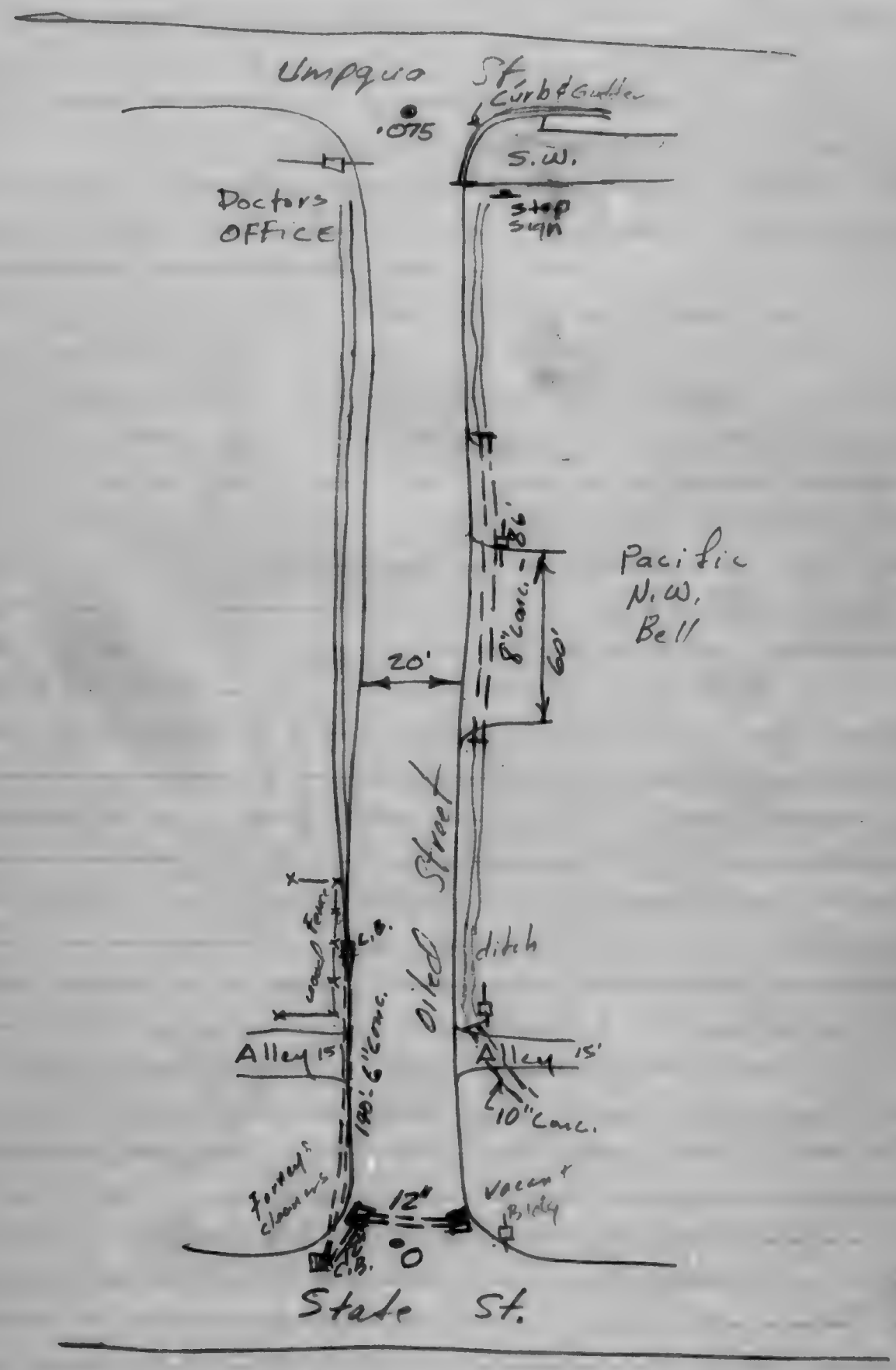
MYRTLE CREEK – Robert B. Helms
July 10

Met with Mr. Helms, he said he turned the data forms over to the engineer and he was to have them finished this week. Drove over the project which is .365 miles long with a narrow R/W. We would have trouble getting in a curbed section here.

GLENDALE – Robert A. Harris Mayor
July 10 Red Wyman

Met with Mrs. Thompson, she said Red Wyman was filling out data forms and she would try and have them in pretty soon. Told her I would be back in a few weeks when we received data forms.

SUTHERLIN
7-10-12
2 pictures



1973 PROGRAM

S.C.A. Investigation Data

City of Sutherlin Date 7-10-72 Div. 3
Population: 1961 2780 1974 3270
Street N.E. First Ave. From North State St. to N.E. Umpqua St.

No. previous projects 4
Last project 1967 (year)
Total SCA funds $ 58,144.44
Funds/capita $ 17.78
Average/capita $ 16.54

EXISTING

Surface now in place: A.C. ___ Oil 1 Gravel ___ Concrete ___
Surface width: 10' feet, Shoulder-shoulder width: 28± feet
C-C width: ___ feet, R/W width: 60 feet
Remarks: This is fourth application for this st. The existing surface has some patches. Businesses require parking and existing is inadequate. This St. intersects Umpqua St which was improved in 1963. Drainage to State St.

PROPOSED

Surfacing: A.C. ✓ Oil ___ Other ___
Pave. width: 24 feet, Shoulder width 9 feet, C-C width: 42 feet
BASE DESIGN: A.C. 3 inches, Leveling 2 inches, Base 14 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: .075 mile, 400 feet. Type curb: "A"
Remarks: This project would complete the loop between State St. and Central Ave. on Umpqua St. City has requested sidewalks. Salvage exts. Surface if possible and widen each side. Good project Estimate includes total reconstruction

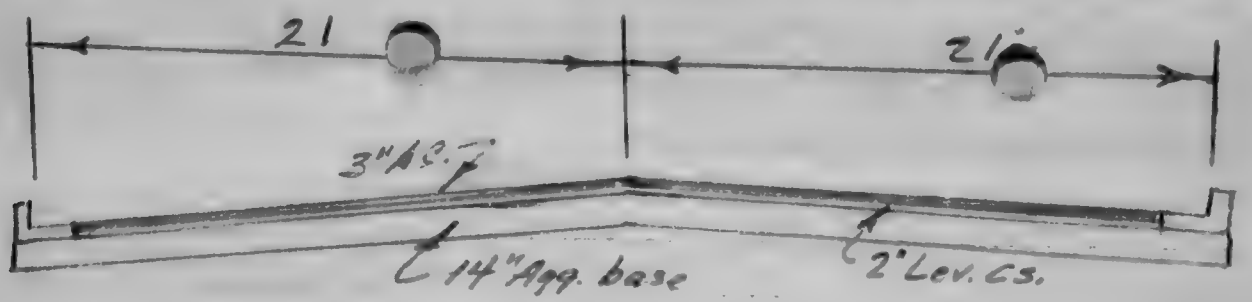
ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.	1540	2.00 2.50	3,080 3850
Finishing roadbed & slopes ($1,500)	mile	—	—	— 500
Trench excavation	c.y.	20	5.00 6.00	100 120
Watering	M-gal.	36	6.00 5.00	216 180
Level material (3/4-0)	c.y.	141	6.00 5.50	846 776
Base material	c.y.	1064	5.50 5.25	5852 5586
Asphalt	ton	321	14.00 15.00	4494 4815
Binder	all	all	L.S.	325✓
Concrete inlets	each	3	200.00 225.00	600 675
Culvert pipe Conc. Sewer Pipe 12"	lin. ft.	66	6.00 ✓	396✓
Concrete curbs Type A	c.y.	47	65.00 50.00	3,055 2350
Conc. Side walks	S.Y.	490	6.50 ✓	3,185✓
Const. Sty Connections	each	2	175.00	350
Extra for Driveways	"	2	50.00	100
Const. Manholes	"	1	400.00	400

*Items include 10% allowance

	Total	$ 22,649 24108
Perm. signing ($100/intersection)		100
Flagging		100
	Total	$ 22,849 24308
Engineering & contingencies (20%)		4570 4862
	Total	$ 27,419 29,170
City's estimated share of survey		176 286
	TOTAL ESTIMATED COST	$ 27,595 29456

4170
2,000 x 2419 = 29170
2419

~~$30,000~~ ~~Say 28,000~~
City - 6,000
25,000
USC - 3,000



SUTHERLIN
7-10-72

Type "A" curb

.075 Miles
400 Feet

7
3
2
14
26"

Gen. Exc. = $\frac{2.2' \times 43' \times 400}{27} \times 1.1 =$ 1540 C.Y.

Lev. Cs. = $\frac{.17 \times 39' \times 400}{27} \times 1.43 =$ 141 C.Y.

Agg. Base = $\frac{1.17 \times 43 \times 400}{27} \times 1.43 =$ 1064 C.Y.

Watering = .0275 × 1205 × 1.1 = 36 M-Gal

A.C. = 80.3 × 4.0 = 321 TONS

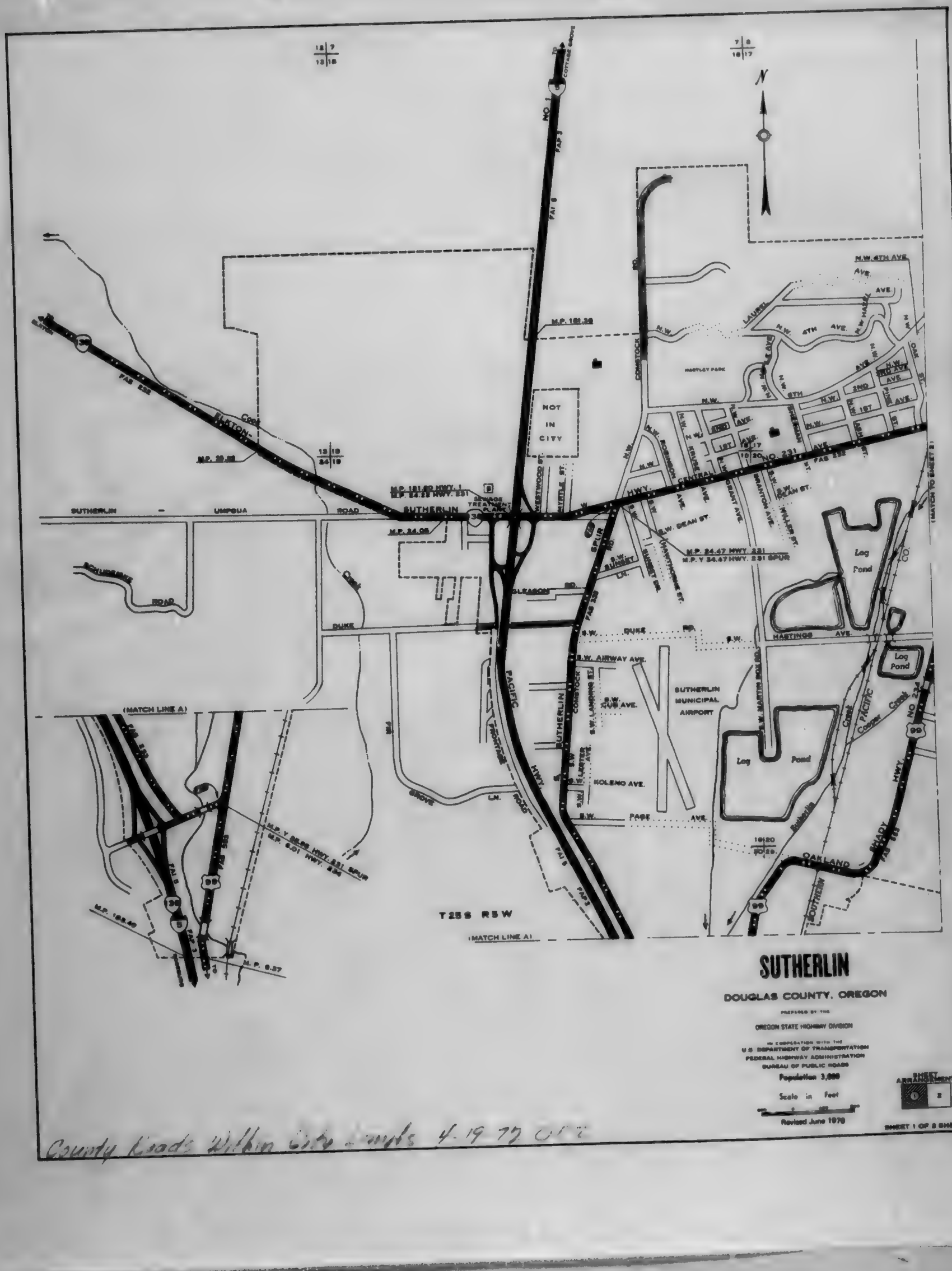
Trench Exc. = $3' \times \frac{2.5 \times 66'}{27} \times 1.1 =$ 20 C.Y.

Culv. Pipe = 40' + 20' = 60
+6
66

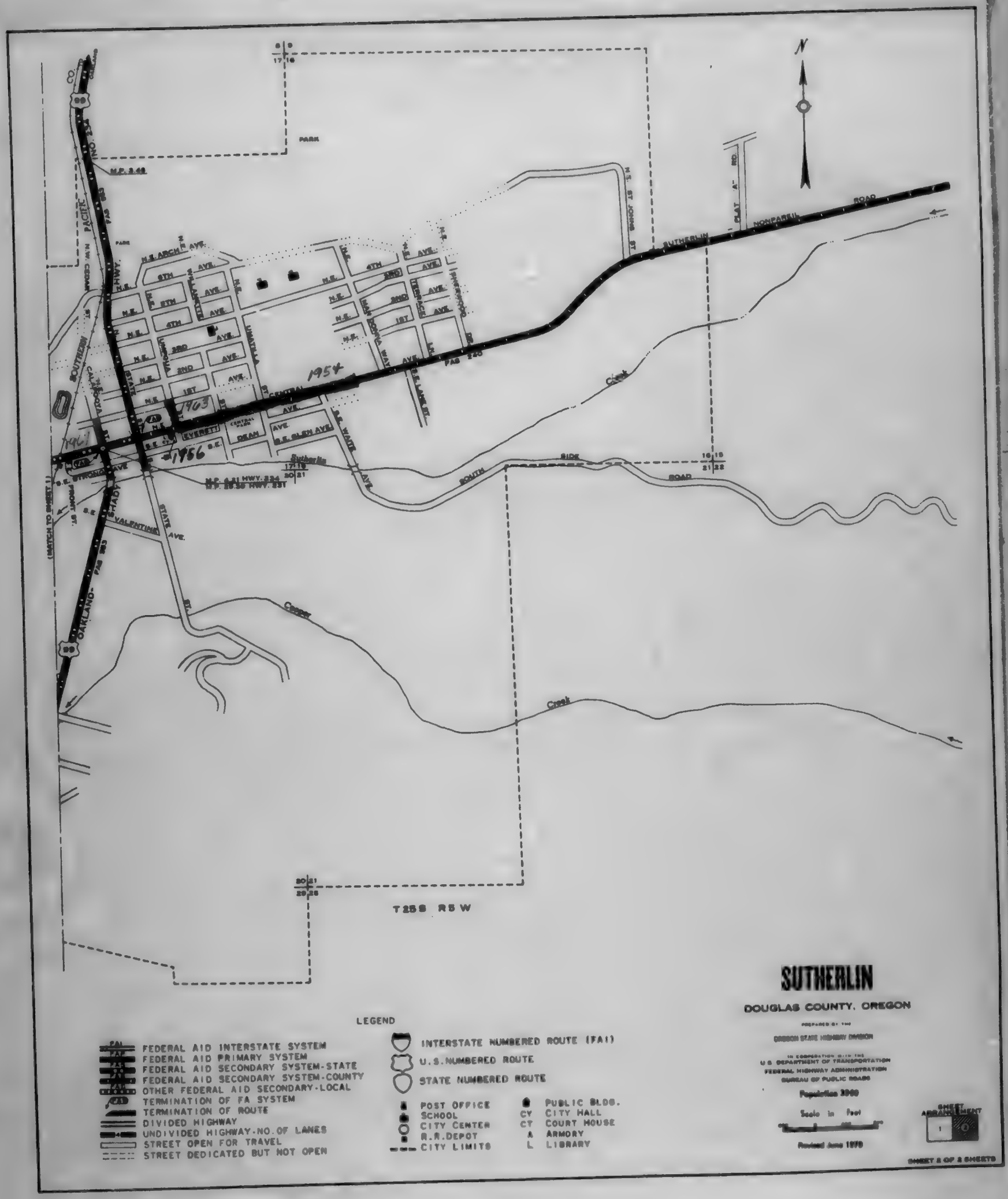
Conc. Curbs = (2 × 400) × .0536 × 1.1 = 47 Cu. Yd

Conc. Walks = $2 \times \frac{400}{9} \times 5 \times 1.1 =$ 490 Sq. Yds.

Binder = $\frac{\text{lb}}{100} \times 43 \times .075 =$ $\frac{\text{lb}}{325}$



County Roads Within City Limits 4-19-77 OTC



LEGEND

- FAI FEDERAL AID INTERSTATE SYSTEM
- FAP FEDERAL AID PRIMARY SYSTEM
- FAS FEDERAL AID SECONDARY SYSTEM-STATE
- FAS FEDERAL AID SECONDARY SYSTEM-COUNTY
- FAS OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

SUTHERLIN

DOUGLAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 3960

Scale in Feet

Revised June 1970

SHEET ARRANGEMENT

SHEET 2 OF 2 SHEETS

Sutherlin (Calapooya Street) Section
Grading and Paving

NO.	ITEM AND	QUANTITY	UNIT	UNIT PRICE	AMOUNT
001	CLEARING AND GRUBBING	1.000	LUMP SUM	300.0000	300.00
002	REMOVAL OF PAVEMENT	1,190.000	SQ YDS	.3000	357.00
003	REMOVAL OF CURBS	620.000	LIN FT	.2500	155.00
004	REMOVAL OF WALKS AND DRIVEWAYS	360.000	SQ YDS	.3000	108.00
005	REMOVAL OF INLETS	5.000	ONLY	20.0000	100.00
006	GENERAL EXCAVATION UNCLASSIFIED	850.000	CU YDS	1.2500	1,062.50
007	FINISHING ROADBED AND SLOPES	1.000	LUMP SUM	200.0000	200.00
008	TRENCH EXCAVATION	90.000	CU YDS	3.5000	315.00
009	WATERING	30.000	M GALS	4.0000	120.00
010	3/4 IN-0 MATERIAL IN BASE	140.000	CU YDS	3.8000	532.00
011	STONE BASE	930.000	CU YDS	3.4000	3,162.00
012	3/4 IN-0 AGGREGATE IN PRIME COAT	14.000	CU YDS	7.0000	98.00
013	RC-250 ASPHALT IN PRIME COAT	2.000	TONS	95.0000	190.00
014	CLASS B ASPHALT CONCRETE	300.000	TONS	10.2500	3,075.00
015	12-INCH CONC STORM SEWER PIPE	250.000	LIN FT	3.2500	812.50
016	CONCRETE INLETS TYPE G-1	6.000	ONLY	135.0000	810.00
017	ADJUSTING MANHOLES	3.000	ONLY	50.0000	150.00

Sutherlin (Calapooya Street) Section — Sheet 2

NO.	ITEM AND	QUANTITY	UNIT	UNIT PRICE	AMOUNT
018	CONCRETE CURBS	33.000	CU YDS	45.0000	1,485.00
019	CONCRETE DRIVEWAYS	90.000	SQ YDS	4.7500	427.50
020	CONCRETE WALKS	20.000	SQ YDS	4.5000	90.00

ROSEBURG PAVING INC
ROSEBURG

Total Amount of Contract 13,549.50

9V - 174

OREGON STATE HIGHWAY DEPARTMENT
GRADING & PAVING
SUTHERLIN (CALAPOOYA ST.) SEC.
CITY STREET
DOUGLAS COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	SHT. NO.
8	OREGON	STATE	MAY 1967	1

TO'L SHTS 1

6 Mile
207.7 Curbs & Driveways
2105 Concrete Inlets

Conc. P.C. Conc. Dwys. Type "A" Shown Thus

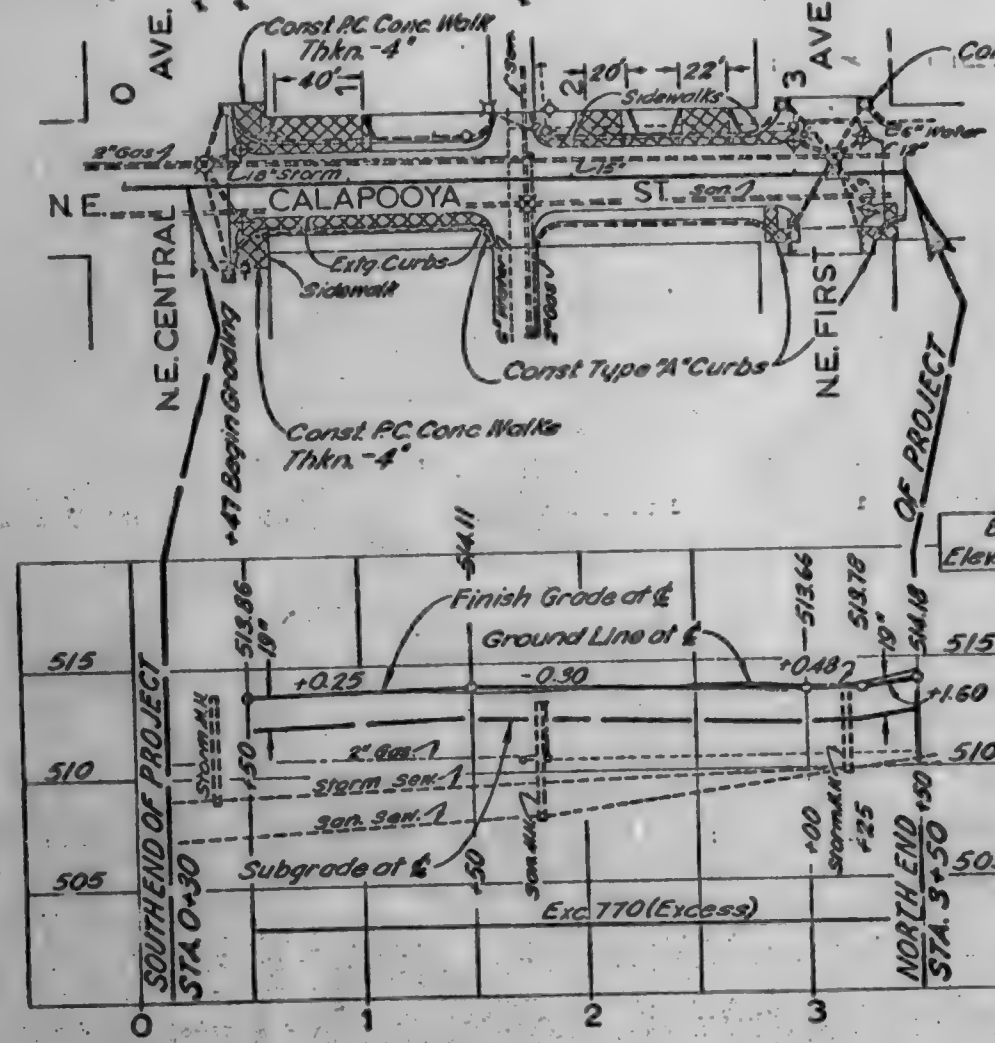
Curb Radii at Streets 15'
Curb Radii at Alley 10'

riveways 329 Sq. Yds.
Lin. Ft.
Sq. Yds.

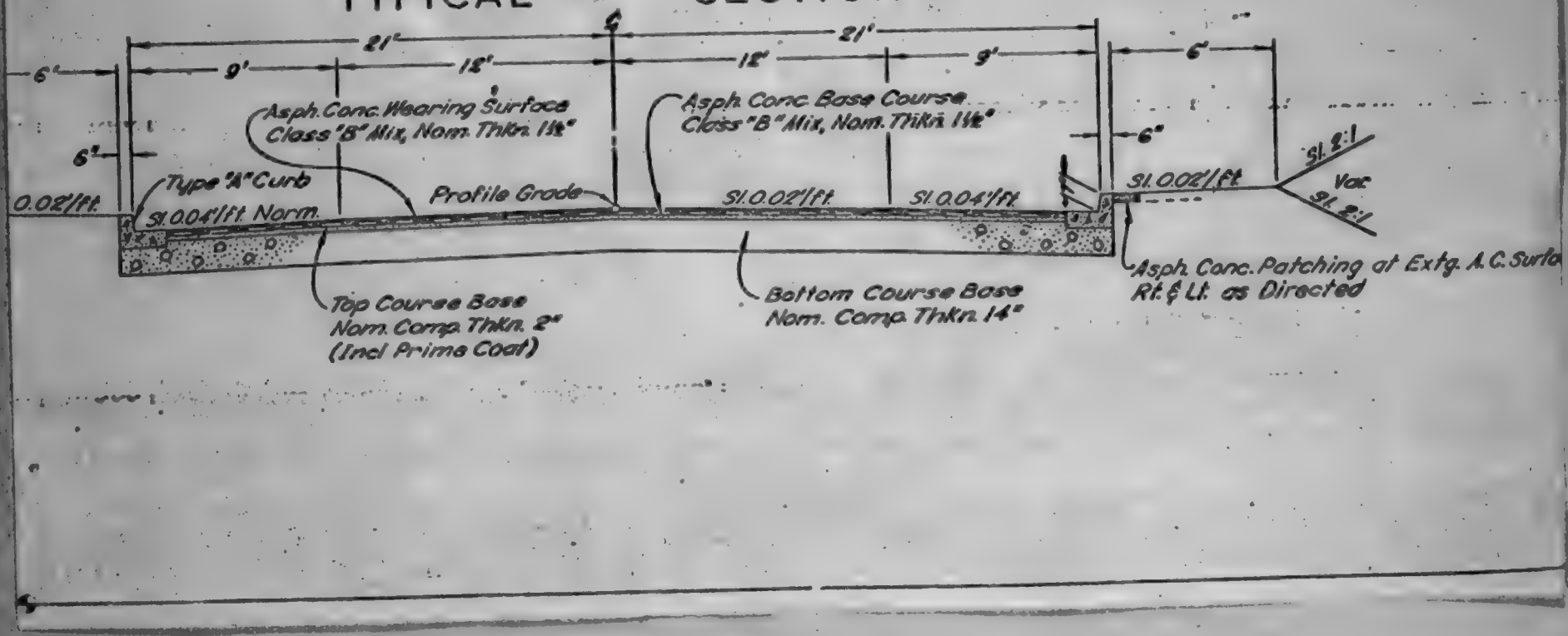
+36 Adjust Manhole
+49 Const. 2 Type "G-1" Inlets
Remove 2 Inlets
Plug & Abandon Exfg. Culv. Pipe
Inst. 12" Conc. Sewr. Pipe - 74'
Under Pvmt. - 78'
Tr. Exc. 24 C.Y.

+80 Adjust Manhole

+18 Adjust Manhole
Remove 3 Inlets
Const. 4 Type "G-1" Inlets
Remove Exfg. Culv. Pipe
Inst. 12" Conc. Sewr. Pipe - 200'
Tr. Exc. 60 C.Y.



TYPICAL SECTION



RECEIVED
COUNTY & CITY SECTION
APR 26 1972
☑ ENGR. ☐ CONN. ☐ DE ☐ AE ☐ RE
☐ UPE ☑ CE ☐ RE ☐ RPE

SCA

PROJECT DATA, CITY OF Sutherlin Date April 19, 1972

To be financed by Special City Allotment Fund and necessary city funds.

Street name First Avenue
(Locate project on attached map.)

Project length _____

DESIRED STREET SECTION:

Standard roadway; width of travel way: _____ feet, width of shoulders: ____ feet

Curbed section; width curb to curb: 42 feet

Remarks _____

Surface now in place: Oil x Paving ____ Gravel ____ Oil Mat - Gravel

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No x

State to furnish right-of-way descriptions? Yes ____ No x

Give width of intersecting streets: 60 Ft

Are intersecting streets curbed? Yes x No ____

Remarks North end of State and South end of Umpqua

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No x

Width between present curbs: _____ feet

City to construct curbs? Yes ____ No x

To be constructed as part of project? Yes x No ____

Length of desired radius on curb returns: 15 feet

Does city desire special type of curbs? Yes x No ____

Explain: Monolith Curb and Gutter

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes___ No x

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes___ No___

Width of sidewalks to be constructed: 5 feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes x No___

Give: Length to be constructed and On which side of street

400 feet N. x S.___ E.___ W.___

400 feet N.___ S. x E.___ W.___

Should sidewalks be placed against curbs? Yes x No___

Is utility strip required? Yes___ No x ; Width: _____feet

Remarks_____

_____

STORM SEWERS -

Now in place?. Yes___ No x

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes___ No x

To be constructed as part of project? Yes x No___

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes x No___ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 5 feet

Remarks_____ _____

_____ _____

_____

WATER MAINS: (City to adjust if required.)

Now in place? Yes x No ____

If yes, how deep from present surface? 3 feet

Remarks _____

_____

DRIVEWAYS: (~~All driveway construction beyond curb line to be at city's expense.~~)

To be constructed as part of project? Yes x No ____

Asphaltic concrete? Yes x No ____

Portland cement? Yes ____ No ____

How many? Three

Must driveways be Portland cement to comply with city code? Yes ____ No x

Is there a city ordinance specifying width and number of driveways permitted?
Yes ____ No x (If yes, please include copy of ordinance.)

Remarks _____

_____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes x No ____

Electric poles? Yes x No ____

Which company? Pacific Power & Light
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ____ No ____

Which company? Pacific North West Bell

Railroad tracks? Yes ____ No x

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ____ No ____

Remarks _____

_____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ____ No x

Clearing? Yes ____ No x

Base rock? Yes ____ No x

Concrete curbs? Yes ____ No x

Driveways? Yes ____ No x

Remarks _____

GENERAL INFORMATION:

Are city finances available? Yes x No ____

When available? Date July 1, 1972

Has city established grade on street? Yes ____ No x
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: _____

several available - site near project three blocks

General remarks: two alley entrances required 15 feet w. Ea

By Dr. Loyd B. Lapp
Mayor

By _____
City Recorder ~~or City Manager~~

By _____
City Engineer

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CV CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

SUTHERLIN

DOUGLAS COUNTY, OREGON

PREPARED BY THE

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 3900

Scale in Feet

Revised June 1970

SHEET ARRANGEMENT

SHEET 2 OF 2 SHEETS

[illegible] [illegible] OE AE UE
UPE CE RE PPE

April 6, 1972

City of Sutherlin
P. O. Box 459
Sutherlin, Oregon 97479

Gentlemen:

This is to acknowledge receipt of a resolution adopted by the City of Sutherlin requesting aid from the annual $250,000 Special City Allotment fund.

Enclosed are two sets of project data sheets which are to be filled out for the requested street improvement. Please make appropriate entries on both sets, retain one set for your records, and forward one set to this office. Expeditious handling of this matter will be appreciated.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1973 program.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

[illegible]

Encl: SCA Project Data Form

RECEIVED
COUNTY & CITY SECTION
APR 5 - 1972
☐ ENGR. ☐ GSOR. ☐ UE ☒ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Sutherlin is an incorporated city of the State of Oregon and has a population of 3,270 as given by the latest official census; and

WHEREAS, the following streets of said city,

East 1st Avenue, between North State Street and Umpqua Street

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are 'receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Sutherlin does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate George C. Stubbert as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 14th day of February, 1972.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

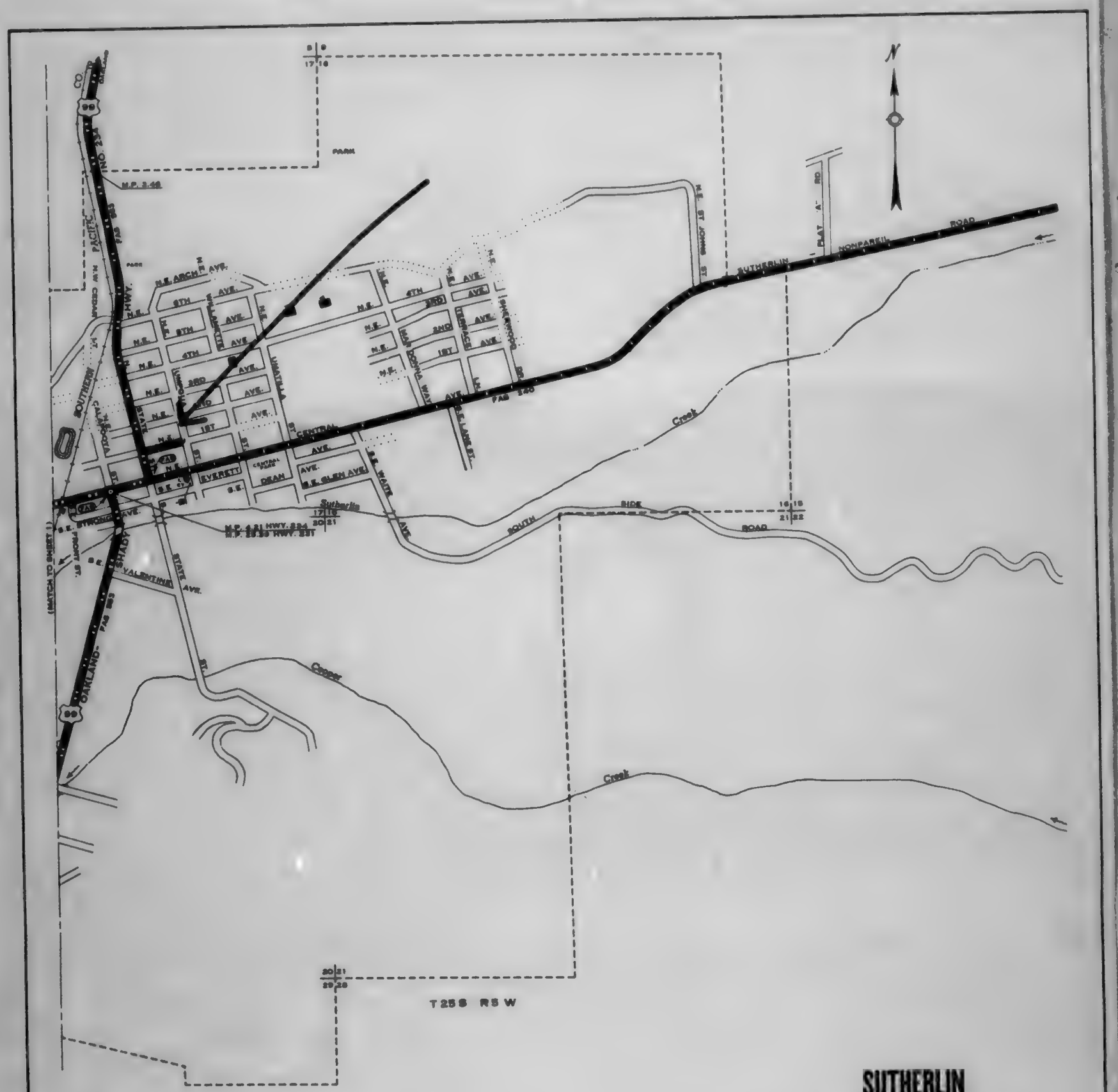
- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Sutherlin at a regular or special meeting of said Council, held on the 14th day of February, 1972, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 3rd day of April, 1972.

Shirley Coates
City Recorder

(cc-50, 1959 Rev.)



LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
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- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

SUTHERLIN

DOUGLAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 3000

Scale in Feet

Revised June 1970

SHEET ARRANGEMENT

SHEET 2 OF 2 SHEETS

CITY OF SUTHERLIN DOUGLAS COUNTY, OREGON 97479 — P. O. Box 459 — Phone 503 459-2856

RECEIVED
COUNTY & CITY SECTION
MAR 17 1972
☑ ENGR. ☐ GNGR. ☑ CE ☐ RE ☑ UE
☑ UPE ☑ CE ☐ RE ☑ PPE ☐

March 14, 1972

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

The City of Sutherlin respectfully requests an application for State Highway funds for street improvements, for the 1973 program, as provided in ORS 366.805.

Thank you.

Respectfully,

Shirley J. Casteel

Shirley J. Casteel
City Recorder

CITY OF SUTHERLIN CORPORATE SEAL STATE OF OREGON

Forms Sent 3-20-72

7887

November 27, 1973

Argonaut Insurance Co.
250 Middlefield Road
Menlo Park, California 94025

Gentlemen:

On October 19, 1973, we wrote to you concerning release of final payment on Contract No. 7887 awarded to Klamath Paving Company for paving on the Narrows-Valley Falls Section of the Fremont Highway in Lake County.

Final payment on this contract is $9,299.23 and the total contract amount is $455,277.96 including $4,684.14 for work performed under force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

mr

cc Ward Insurance Agency
149 12th Ave. W.
Eugene, Oregon 97401

Klamath Paving Company
P. O. Box 1180
Klamath Falls, Oregon 97601

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
J. F. Putnam

7887

5

October 18, 1973

TO Oregon Department of Transportation

FROM A. E. Johnson
Acting State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7887, Work Completed August 8, 1973

Project Harrows-Valley Falls

Highway Fremont, County Lake

Type of Work Paving

Contractor Klamath Paving Co.

Recommended Acceptance Date October 17, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 24, for your formal concurrence.

VC:dg

cc C. W. Head
F. B. Klaboe
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7887

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Narrows-Valley Falls		WEEK ENDING: Sept. 1, 1973
		SECTION PREFIX: 19-1126 .
HIGHWAY: Fremont		COUNTY: Lake
NAME OF JOB: Narrows-Valley Falls	KIND OF WORK: Paving	
CONTRACTOR: Klamath Paving Co.	CONTRACT NUMBER: 7887	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 30, 1973	DATE WORK STARTED: May 23, 1973	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: - SUPERVISION: -	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 125	WORK DAYS USED / CALENDAR DAYS USED: 85
PROJECT AUTHORIZATION: $502,455.42	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 68
EXCLUSIVE OF ENGINEERING: $462,613.14	ENGINEERING AUTHORIZATION: $39,842.28	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $447,599.84	Exp. this week 1,770.00 ENGINEERING COST TO DATE: $35,700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION (Incl. Engr.): 95
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 3.25 %	PERCENT OF AUTHORIZATION: 90 %	DATE PROJECT WAS COMPLETED: August 8, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
					100	100		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT						13.5	13.5
MILES PARTIALLY COMPLETED							
MILES COMPLETED						13.5	13.5
TOTAL ESTIMATED QUANTITIES (CONTRACT)					4,000 CY	44 Ton	55,100T-3580T
TOTAL QUANTITIES CORRECTED TO DATE					3,848 CY	15 Ton	55,908T-3694T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					3,848 CY	15 Ton	55,908T-3694T
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Workdays CAUSE OF DELAY
SUNDAY	Ptly. Cldy.-Mild			
MONDAY	Clear-Warm			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	Ptly. Cldy.-Mild			
FRIDAY	" " "			
SATURDAY	" " "			

Routing: Kinsey, Bond, Jackmond, Hardt, Johnson, Walker, Pease, Glenn, Berg

RECEIVED
SEP 4 1973
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work.
MONDAY	Office personnel working on Semi-final, Monday thru Thursday.
TUESDAY	
WEDNESDAY	
THURSDAY	Semi-final submitted to Region Office.
FRIDAY	
SATURDAY	

REMARKS

Office personnel working on Semi-Final Monday thru Thursday.

Semi-Final submitted to Region office, Thursday Aug. 30, 1973.

This is the LAST report for this project.

cc: Const (2)
Reg. (1)
File (1)

SIGNED E. J. Dunn LOCATION Klamath Falls

By Bob Aldrich

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

7887

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1973

SUBJECT: Dryer Drum Operation
Narrows-Valley Falls Paving Project
Contract No. 7887

To: E. S. Hunter
Assistant State Highway Engineer

FROM: C. T. Keasey
Construction Engineer

Last week in company with John Walker and Ken Berg, I made a tour of Eastern Oregon including the subject project which had just got under way with the base lift of Class "C" A.C. paving. This is a shoulder paving and overlay project with a leveling course and two 1-1/2 inch lifts of "C" mix paving over the old oil mat surface.

Just as a general observation, this project is proceeding much better than the Estacada project which we did last fall. Several factors contribute to this, one being that we are using a "C" mix rather than the "B" that was used at Estacada. Another big factor is that this project is being done during the hottest part of the year with temperatures ranging from 90 to 100 degrees generally whereas the Estacada project was done in late fall with wet cold weather through most of the paving.

The aggregate for this project is from a dry pit located at the northerly end of the project on the Fremont Highway and consists of mostly fine gravels. The original mix design called for screened gravel with no fracture requirement. However, before the project was let, this was changed to a "C" mix instead of the "B" mix type gradation and a fracture requirement of 30 percent was included. We are actually getting about 50 percent fracture in most of the aggregate.

The crushed material was stockpiled according to specifications in approximately four-foot layers to about a 20-foot height and the gradation of the mix as it is taken from the pile has been very uniform. There are no plant screens and we are using only one stockpile of the 1/2"-0 aggregate. There is therefore no opportunity to correct the gradation except by selection from the stockpile. This

NOTED
E. S. HUNTER

has not been necessary to date although, as of last week at the beginning of the project, the gradation was running somewhat low on the #10-0 fraction. This was not considered serious and some minor adjustments in the asphalt content were all that was needed to correct the mix.

The material is being laid on the street with a Blaw Knox paver at about 200 to 205 degrees and with approximately 1.6 to 1.7 percent retained moisture. Moisture in the stockpile is in the neighborhood of 2.5 to 3 percent.

The asphalt content for the base lift was approximately 6.8 percent. During the early stages of the paving, the contractor was still crushing aggregates, and at one point during the leveling course and patching operation, an attempt was made to feed the plant directly from the crusher. There was enough variation in the aggregates being crushed, however, that in a number of spots the asphalt content was way too high for the amount of fines in the mix and some flushing occurred in these areas. This was stopped and the contractor was ordered to continue to stockpile as he had before in layers at one end of the existing stockpile. The plant was then fed from the stockpile with the layered material and no further problems have been encountered with gradation.

Production is in the range of 300 tons per hour and the plant stack emissions have been very minimal. Much more fugitive dust from the crushing operation was apparent than anything from the plant, except for the dumping of material into the feed bins. The Environmental Quality Commission was to have conducted some emission tests on this setup sometime this week, but we have not yet received any results from that testing if it was done.

The A.C. mix on the street is saying quite soft and tender throughout the day but by the process of night cooling, the mix has generally hardened up so that it is adequately firm the next morning and acts very much like any ordinary conventional asphaltic concrete using 120-150 asphalt.

This project was let along with another similar project on the I.O.N. Highway from the Idaho Line to Sheaville. Low bidder on the latter contract was L. W. Vail Company and to my knowledge they do not have a dryer drum mixer. However, the specifications for both projects were identical for gradation, moisture, the elimination of plant screens, layering of stockpiles, laydown temperature, and so on. The bid prices for these two projects were compared with average bids for similar type projects in Eastern Oregon and for 1973 projects, the bid price average for these two projects was 88 cents per ton less than the two projects

which were done with a conventional plant. There is an even greater difference over six projects which were done in 1972. This cost comparison sheet is attached for your information.

We do not anticipate that the Idaho Line-Sheaville job will be done with a dryer drum plant since, to my knowledge, Vail has no access to a pltn of this type at this time. This may change, however, before he gets started on the actual paving. No work has started on that project at all due to the current strike. If he choses to do so, however, he will still be able to use only one stockpile, eliminate the plant screens, and otherwise use his conventional plant.

The hot mix from this current project is very uniform in gradation and looks and acts like any other conventional hot mix. I would attribute now most of the problems encountered on the street at Estacada with the cold weather paving conditions and the inexperienced paving crew. I am even more optimistic now than before on the success of this type operation for most paving projects.

CTK:fw
Enc.

Form E-40

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Cliff Layton 7-19-73

A/C Pavement Overlays

Contracts		Year	Drum mix Drier	Asphalt	Tm Cost	Rugrill	Asph	Total Tm Cost
Narrows -	Valley Falls	1973	4.20	44.00 2.98	7.18			
Idaho Line -	Sheaville	1973	5.20	42.20 2.76	7.96			
Jamieson -	Willow Cr.	1973				5.75	43.00 2.50	8.55
Lake County	Line - Gopher	1973				5.40	44. 3.08	8.48
			4.70		Ave 7.57	5.58		8.52
			1972					
Chiloquin -	Sprague Cr. Sagehen Hill					5.70	44.00 3.16	8.86
Fredrick Butte Rd -	Hampton					4.70	43.00 3.13	7.83
Deschutes Co Line -	Normycoke					5.80	44.00 3.19	8.99
Lower Klamath	Lake					6.90	38.80 2.53	9.43
Klamath Falls -	Keno					6.95	41.00 2.66	9.61
Lake -	Waterman Co.					5.20	44. 2.87	8.07
						5.88		8.79
1972								
Hilt		Accept	portion		Difference	.88 more	for Pagrill	
Int								

ASPHALT CONCRETE PRODUCTION

BY THE

DRYER-DRUM MIXER PROCESS

IN

OREGON

BY

C. T. KEASEY, CONSTRUCTION ENGINEER

OREGON STATE HIGHWAY DIVISION

SALEM, OREGON

ASPHALT CONCRETE PRODUCTION BY THE DRYER-DRUM MIXER PROCESS IN OREGON

BY

C. T. KEASEY, CONSTRUCTION ENGINEER
OREGON STATE HIGHWAY DIVISION
SALEM, OREGON.

We in Oregon do not in any way profess to be experts in the field of production of asphalt concrete by the dryer-drum process. In fact, out of nearly 1,000,000 tons of bituminous hot mix produced by this process in the United States last year, we had only one project consisting of approximately 53,000 tons. Some other states did produce some substantial tonnage. North Dakota had 425,000 tons, 300,000 tons in Iowa, 135,000 tons in Minnesota, and a small amount in Michigan.

As you can see, our experience is very limited, but we were able to learn enough from this one project ~~that we are confident that~~ to convince us that, with the necessary controls, a satisfactory asphalt concrete mixture can be produced by this method.

Our introduction to the dryer-drum process came initially from a brief discussion of two private projects using this method by our colleague, Herb Humphres from our neighboring state of Washington at the WASHO Construction Committee interim meeting in Seattle in 1972. Shortly after that, some discussion with Mr. H. N. "Tim" Shearer and Mr. Ronald L. Terrel of the University of Washington convinced us that the process was worth further investigation, so that when we were approached by one of our local paving contractors with a proposition to try the dryer-drum process on an existing contract project we were receptive.

THE PROJECT

~~The project involved was the Eagle Creek-Estacada Section of the~~ Last year's project was a Clackamas Highway. ~~This~~ 5.8-mile project, located about 20 miles south-east of Portland, Oregon, ~~was~~ and almost entirely on new alignment. The surfacing consisted of four inches of our Class "B" asphalt concrete, a 3/4"-0 gradation, to be placed over 12 inches of cement treated aggregate base. The roadway consisted of some two-lane and some four-lane pavement with paved shoulders.

The aggregates for the asphalt concrete had already been crushed from good sound Clackamas River gravels and stockpiled in two sizes -- 3/4"-1/4" and 1/4"-0 -- for use in a conventional hot mix plant.

Very little qualitative information was available at that time on the asphalt concrete mixture produced by the dryer-drum mixer type of plant. During the early stages of discussion regarding the possibility of using this process, we had an opportunity to visit a project under way at Lakota, North Dakota, where a Shearer-designed plant was operating on a State Highway Department project. Observation of the plant operation, the paving operation, and review of the inspection records on this project convinced us that an acceptable asphalt concrete mixture could be produced with this method in Oregon, using our aggregates and the asphalts normally available to our area.

SPECIFICATIONS

Our asphalt concrete specifications had, of course, been developed over many years of experience with conventional hot-mix plants and provided good control to give us a high quality product. It was immediately apparent, however,

that a great many of these specifications could not be applied to a dryer-drum mixer or to the asphalt concrete product, and that new specifications would have to be written. By a concerted effort, we came up in a short time with a specification which would permit the dryer-drum process while still retaining the necessary product control. Since this was a trial project, sufficient latitude was provided in the specifications to allow a considerable amount of experimentation, which, hopefully, would provide many of the qualitative answers lacking in the reports available on the dryer-drum process at the time.

Since we wanted to learn as much as we could from this one small project, a test program was set up to incorporate the use of different penetration grades of asphalt, different brands representing the three primary oil fields furnishing asphalt to our area, use of some different types of aggregates ~~such as quarry rock~~, and ~~the~~ a variation of temperature and moisture content of the mix. The paving operation itself was to be closely monitored to observe any differences in handling of the material, problems in rolling, and final compaction. Unfortunately, this project was relatively small and some of the testing was not of enough magnitude to be conclusive. In addition, some of the data obtained during the early stages of the project was lost or unusable because of incomplete recording, or untimely variation of plant controls by the contractor.

These problems were corrected, however, and we were able to produce enough useful information to satisfy most of our questions.

THE PROCESS

For those of you who do not know

The dryer-drum process ~~for production of asphalt concrete~~ is essentially a cold-feed control continuous mix plant in which the aggregates and asphalt are introduced simultaneously into a specially designed parallel flow dryer-drum and are heated, mixed and partially dried as they pass through the hot burner gases. The immediate thought here, of course, is that the asphalt itself is burned or heated excessively and hardened. The atmosphere within the dryer-drum, however, contains very little oxygen since it is mostly consumed by the burner flame. The hot combustion gases accomplish the heating and drying of the asphalt-aggregate mixture with little apparent damage to the asphalt cement. Tests indicate that there is considerably less hardening and aging of the asphalt by this method than with the conventional hot mix plant where the heated aggregates and asphalt are mixed in a pugmill in the presence of air.

In order to be at all successful, the dryer-drum process must have good cold-feed control and asphalt feed control, the cold-feed control depends on the production of uniformly graded aggregates stockpiled and handled so as to prevent segregation.

In our case, the aggregates which had already been produced were of uniform quality and gradation, and the stockpiles had been layer-constructed so that there was a minimum of segregation.

The cold-feed control on the Shearer-designed plant consisted of volumetrically controlled feed gates which metered the aggregates onto the primary

aggregate conveyor. This conveyor was equipped with a Ramsey Belt Scale which was connected electronically with the asphalt feed control, so that any variation in the weight of the total aggregate being introduced into the dryer-drum was immediately reflected in the volume of asphalt introduced. Our test results showed that throughout the project, the uniformity of asphalt content and gradation of the mix was at least as good as with a conventional hot mix batch type plant.

THE PRODUCT

One of the features of the dryer-drum mixer plant is its ability to produce high volumes of well-graded, thoroughly coated asphalt concrete at lower temperatures and with higher moisture contents than was previously thought possible. With the lower temperatures, ~~of course~~, less hardening of the asphalt occurs during the mixing process, and the higher moisture contents -- in the neighborhood of two to three percent -- apparently provide a lubrication of the mix so that compaction of the mix to specified densities can be obtained at much lower temperature. We were able to achieve our standard specified densities using a laydown temperature behind the paver of 190°F. with normal rolling patterns and steel wheel rollers, and we found that densities could be increased with continued rolling until the temperature dropped to approximately 125°F., with no apparent damage to the pavement.

STACK EMISSIONS

Another very significant feature of the dryer-drum plant is the reduction

aggregate conveyor. This conveyor was equipped with a Ramsey Belt Scale which was connected electronically with the asphalt feed control, so that any variation in the weight of the total aggregate being introduced into the dryer-drum was immediately reflected in the volume of asphalt introduced. Our test results showed that throughout the project, the uniformity of asphalt content and gradation of the mix was at least as good as with a conventional hot mix batch type plant.

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STACK EMISSIONS

Another ~~very significant~~ desireable feature of the dryer-drum plant is the reduction

in stack emissions through the entrapment of dust in the mixture as it flows through the drum. On the plant used on our project, visible emissions varied from nearly invisible at moderate production rates of 300 to 350 tons per hour to fairly heavy at production rates of 500 tons per hour. This plant was fired with a conventional oil burner ~~using a regular burning oil~~ and most of the visible emissions were thought at the time to be smoke from incomplete fuel combustion. We have recently received a report from our State Department of Environmental Quality, however, which indicates a fairly heavy particulate emission. Their emission testing, conducted at a 380 to 400 ton per hour production rate, showed that some emission control equipment would be required in order to meet the State standards. It should be possible, however, to meet those standards with much simpler control equipment than the large scrubbers and bag-houses required for a conventional plant.

PAVING

We did encounter some problems in the paving operation. Although the compaction of the mix was easily accomplished at these lower temperatures, we found that hand work, such as raking of longitudinal and transverse construction joints and the hand raking required around curb returns, catch inlets, manholes, etc., was difficult. Some improvement was noted in this area when we tried a 1/2"-0 mix, although this was limited to only a small trial area. No difficulty is being experienced on this years job using ½-0 and a laydown temp. of 190° F.

The mix design established by our central laboratory, based on gradation tests conducted when the aggregate was crushed, called for 36 percent 3/4"-1/4" aggregate, 58 percent of the 1/4"-0 aggregate, and 5-1/2 to 6 percent 120-150 penetration Chevron asphalt.

The specifications developed for the dryer-drum process called for a minimum laydown temperature of 190°F. and a maximum moisture content of three percent. We did try laydown at temperatures as low as 160°F., but compaction was difficult and we were unable to achieve specified densities.

In addition to the Chevron 120-150 penetration asphalt, we also tried this grade and 85-100 penetration asphalts of three different brands and one load of 60-70 penetration asphalt. No problems were encountered and all seemed to perform adequately. Little difference was noticed in required compactive effort on the street.

RECLAIMED ASPHALT

As could be expected, the penetration tests performed on the reclaimed asphalt were lower than on the original asphalt. They were, however, considerably higher than the penetrations obtained from the Thin Film Oven Test, AASHO T 179, which is an approximation of the effect of a conventional hot mix plant on asphalt cement. This indicates that considerable less hardening of the asphalt occurred in the dryer-drum process at the temperatures and moisture contents being used, and the pavement should retain more flexibility and have a considerably longer useful life than a conventional hot mix.

Our specifications require a retained strength of 70 percent when tested by the standard immersion and compression test, AASHO T 165, and the laboratory mix design indicated 78 percent. Tests on approximately 20 samples of mix from this project showed all meeting the 70 percent minimum, and the average retained strength was 84 percent.

SUMMARY

There are still a number of unknowns surrounding the dryer-drum process for mixing asphalt concrete and the resultant product. We do not know, for instance, how this process will work using a dry quarry rock aggregate, although one report by Mr. Edwin C. Granley of the Federal Highway Administration, presented at the AASHO meeting in Phoenix last November, indicates that satisfactory mixes can be obtained with dry aggregates and somewhat higher temperatures.

The long-term effects of the higher moisture contents can only be evaluated over an extended period of time. The immediate effects, however, can be evaluated in lower production costs due to reduced heating and drying and to the ease of compaction at lower temperatures due to the lubricating effect of the moisture.

The economics of this process as compared to the conventional hot-mix process have not completely evolved, although the combination of reduced initial plant cost, reduced maintenance cost due to having less total plant to maintain, probable reduced emission control costs, and reduced heating and drying costs would indicate a substantial reduction in overall asphalt concrete costs ~~as the process becomes more tried and accepted~~. Cost analyst estimates $8 a ton savings on this years bid - Competition should raise this to $10 or more now

We ~~in Oregon~~ have enough confidence in the dryer-drum process that we have offered it as an alternate on ~~several~~ selected projects ~~this year~~. ~~If the results of these projects are as we anticipate, I am sure that we will be offering the dryer-drum process as an alternate on most of our asphalt concrete~~ and ~~asphalt treated~~ base projects.

SUMMARY

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We in Oregon have enough confidence in the dryer-drum process that we have offered it as an alternate on several selected projects this year. If the results of these projects are as we anticipate, I am sure that we will be offering the dryer-drum process as an alternate on most of our asphalt concrete and asphalt treated base projects.

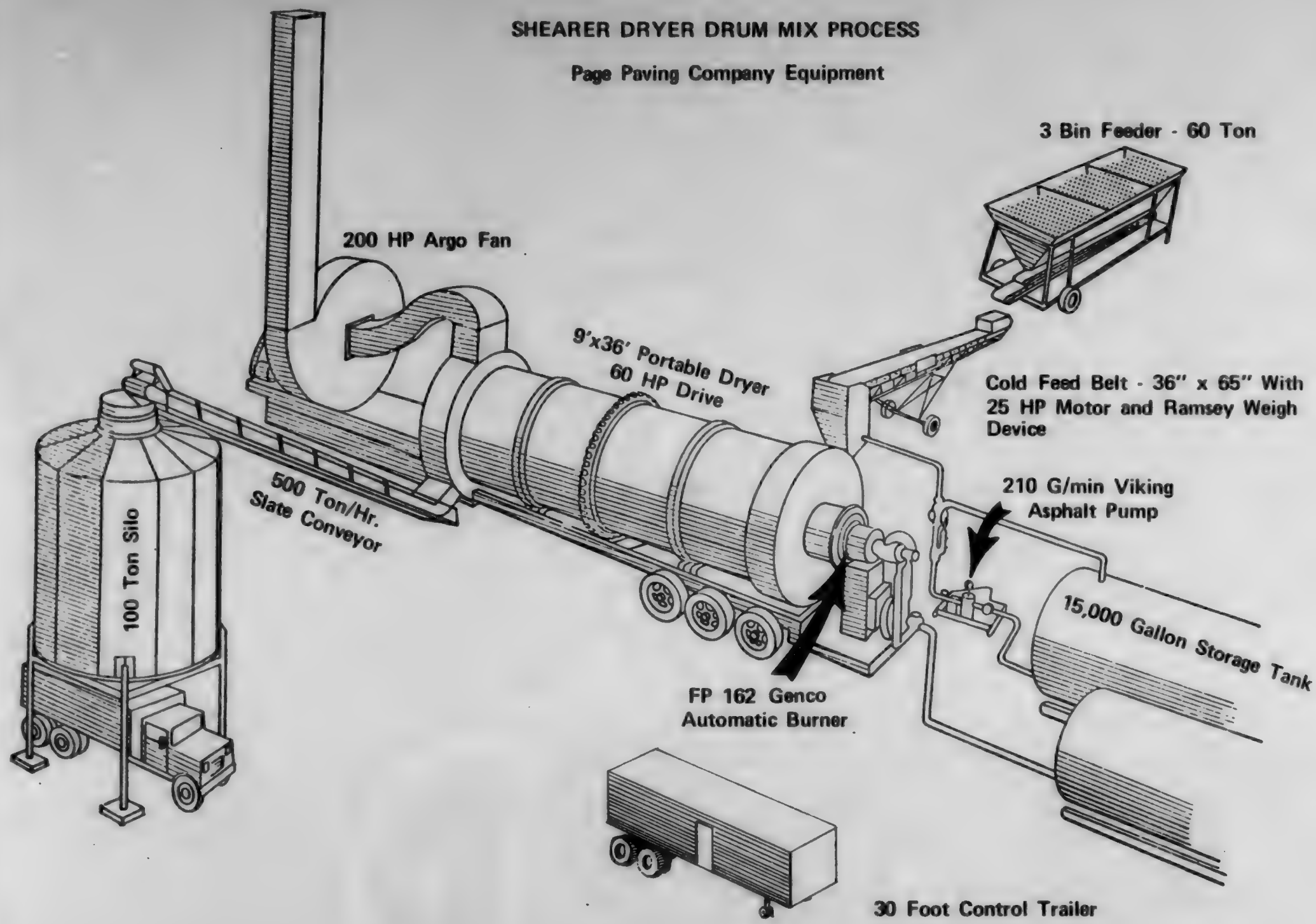
~~Several other States, including Nevada, are experimenting with this process this year, and I am sure that Keith Layton would be happy to answer any questions you may have about their experience with this product.~~

The Federal Highway Administration, through its Offices of Research and Development, is distributing copies of a film, sample specifications, and other information material on the dryer-drum process, ~~and are encouraging the States to examine this material and to consider modifications of their specifications on other trial projects. They believe, as we do, that sufficient evidence has been developed to date, that specification mixtures can be produced by this method, with a potential for significant economic benefits.~~

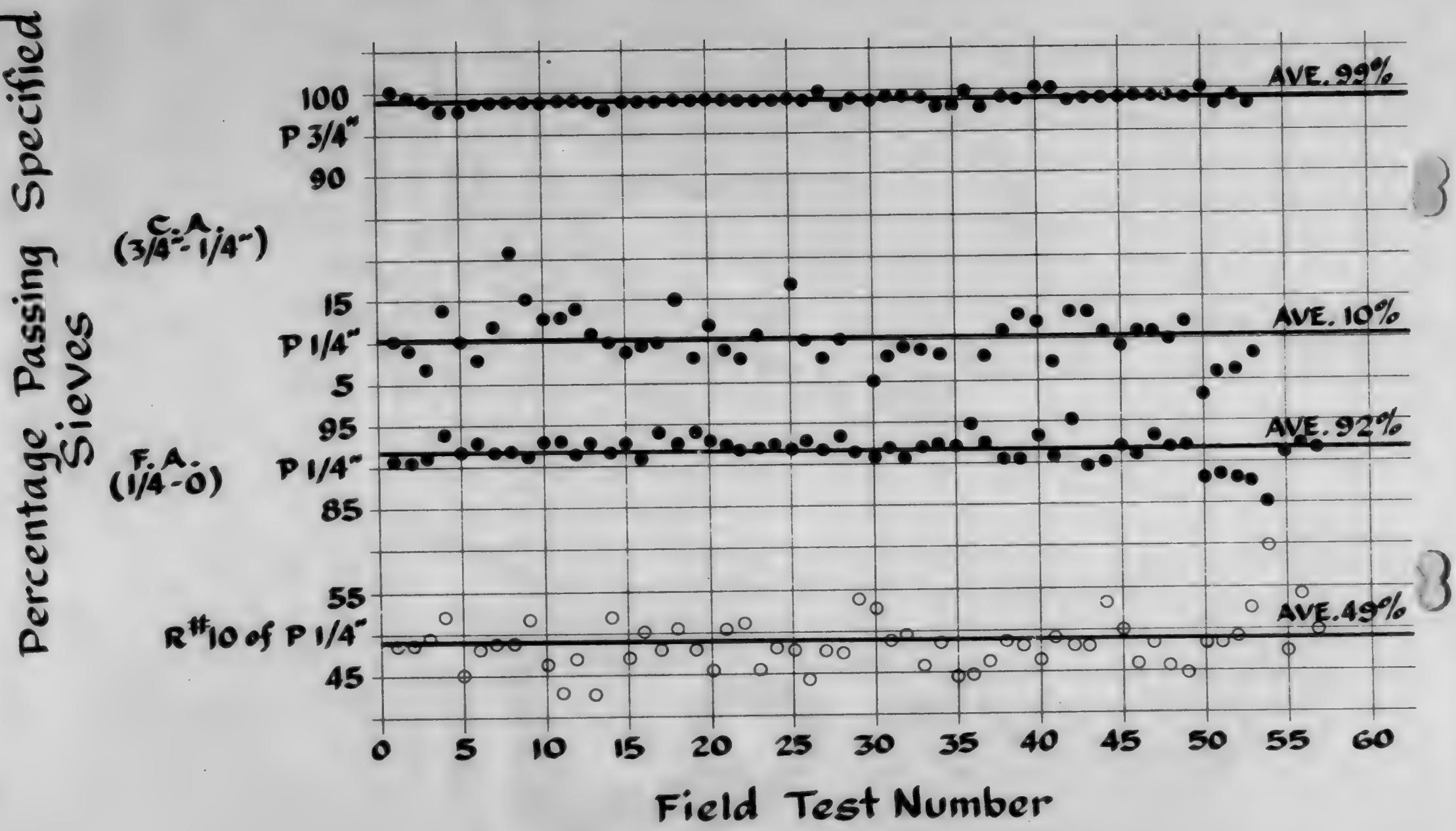
* * * * * * * *

SHEARER DRYER DRUM MIX PROCESS

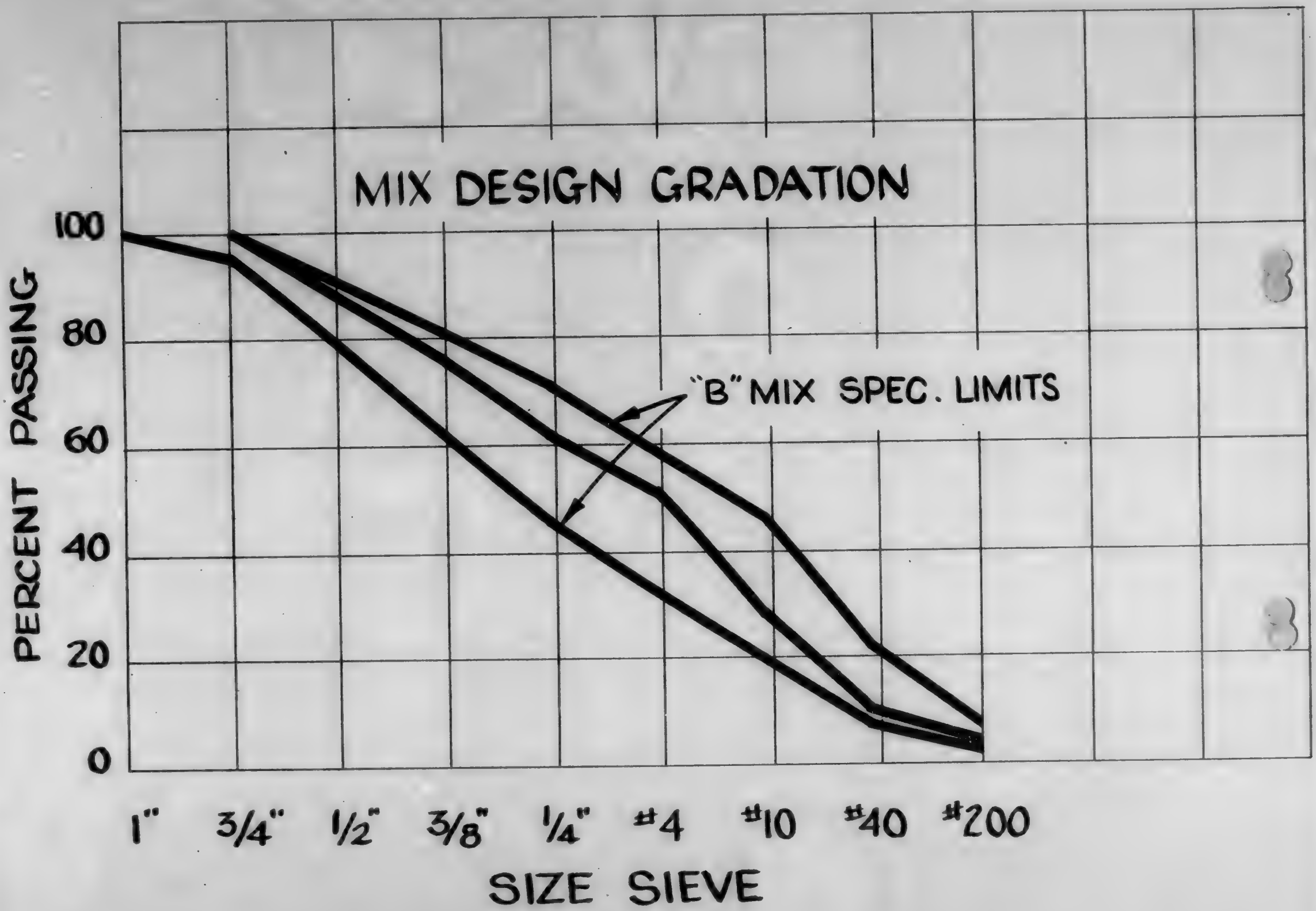
Page Paving Company Equipment



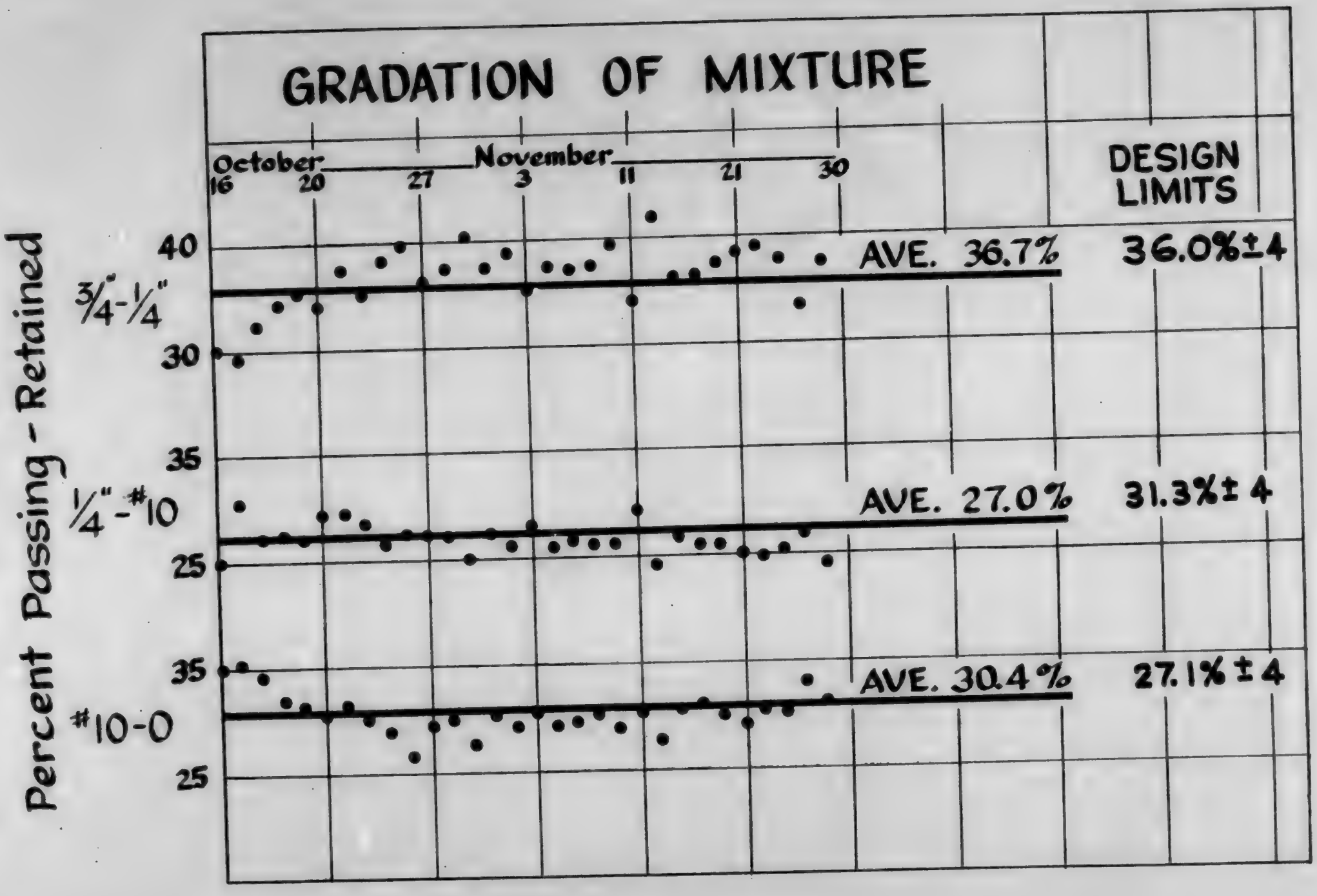
STOCKPILED COARSE & FINE AGGREGATE



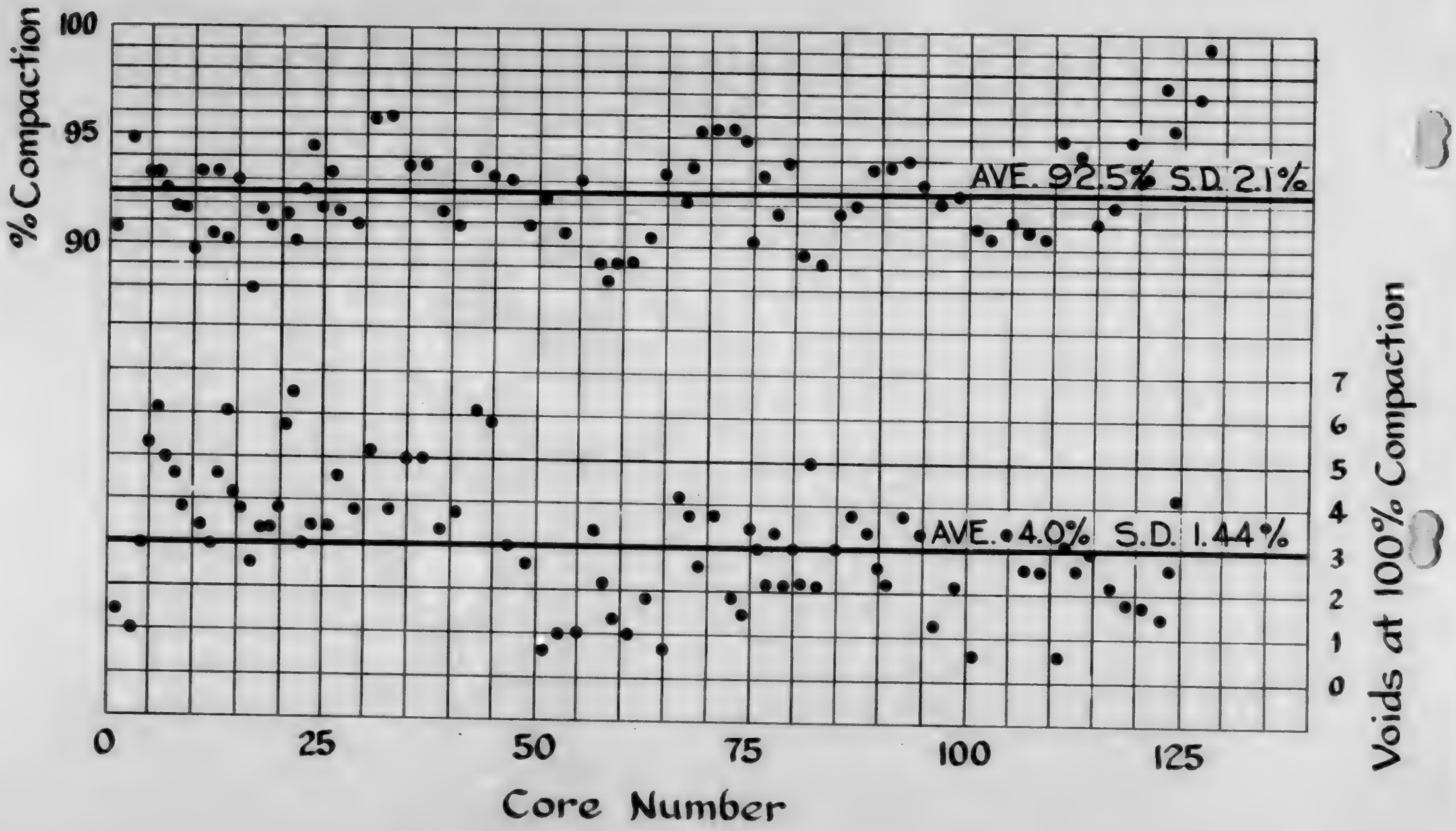
MIX DESIGN GRADATION



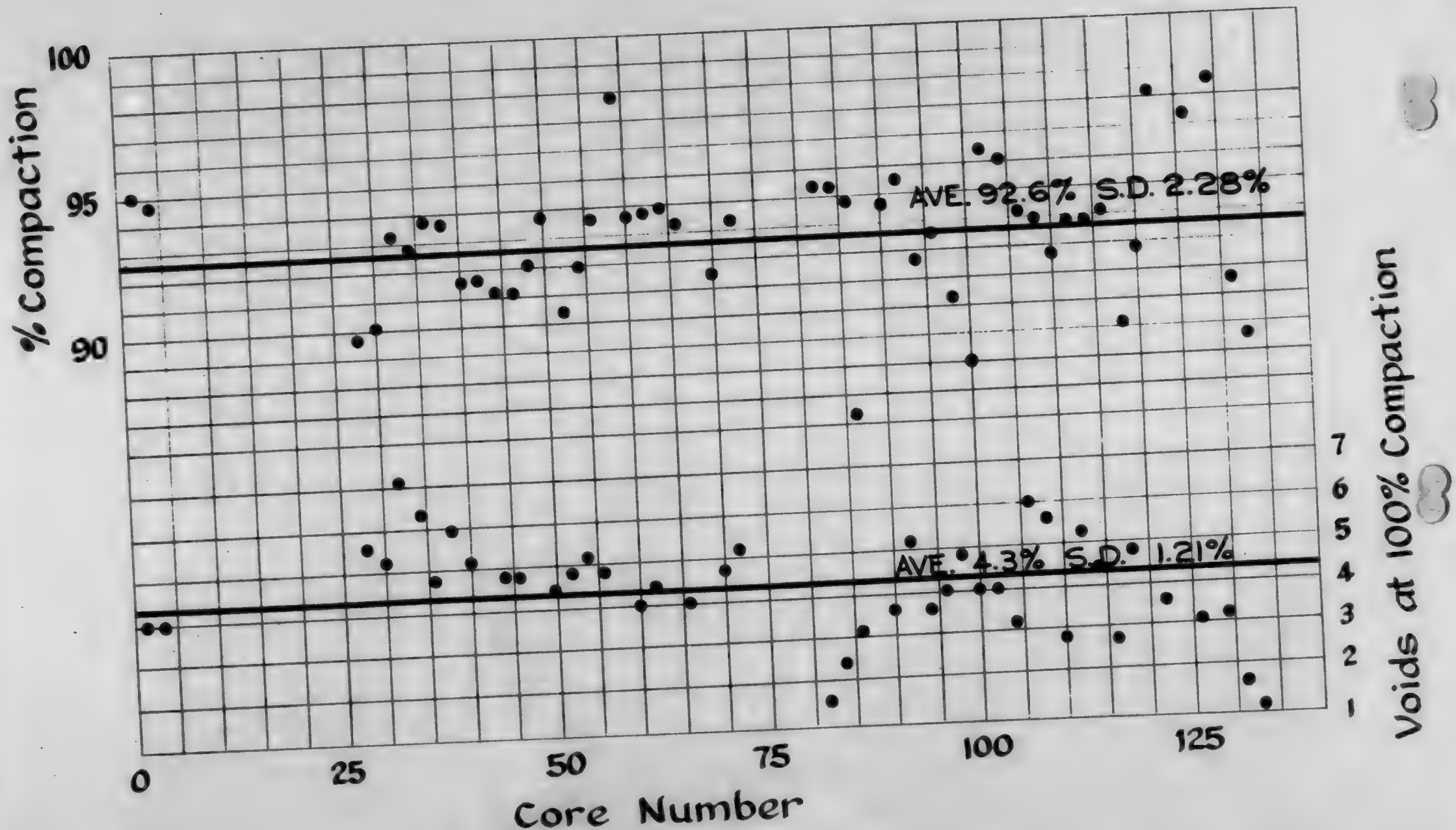
GRADATION OF MIXTURE



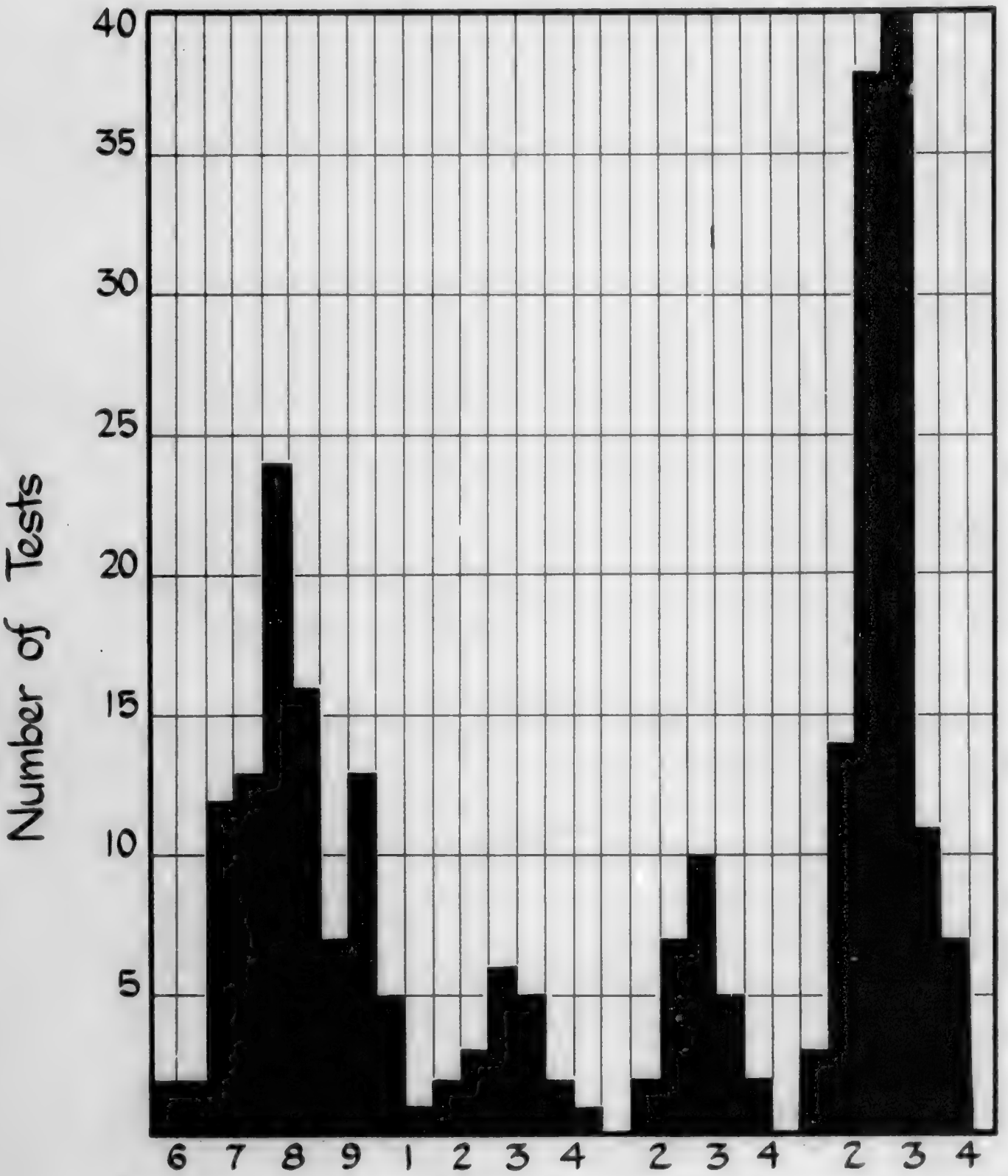
PERCENT RELATIVE COMPACTION AND VOID CONTENT BASE COURSE



PERCENT RELATIVE COMPACTION AND VOID CONTENT WEARING SURFACE



MOISTURE CONTENT



PERCENT MOISTURE

ASPHALT CONTENT OF MIXTURE

BASE COURSE
AVE. 6.0 %

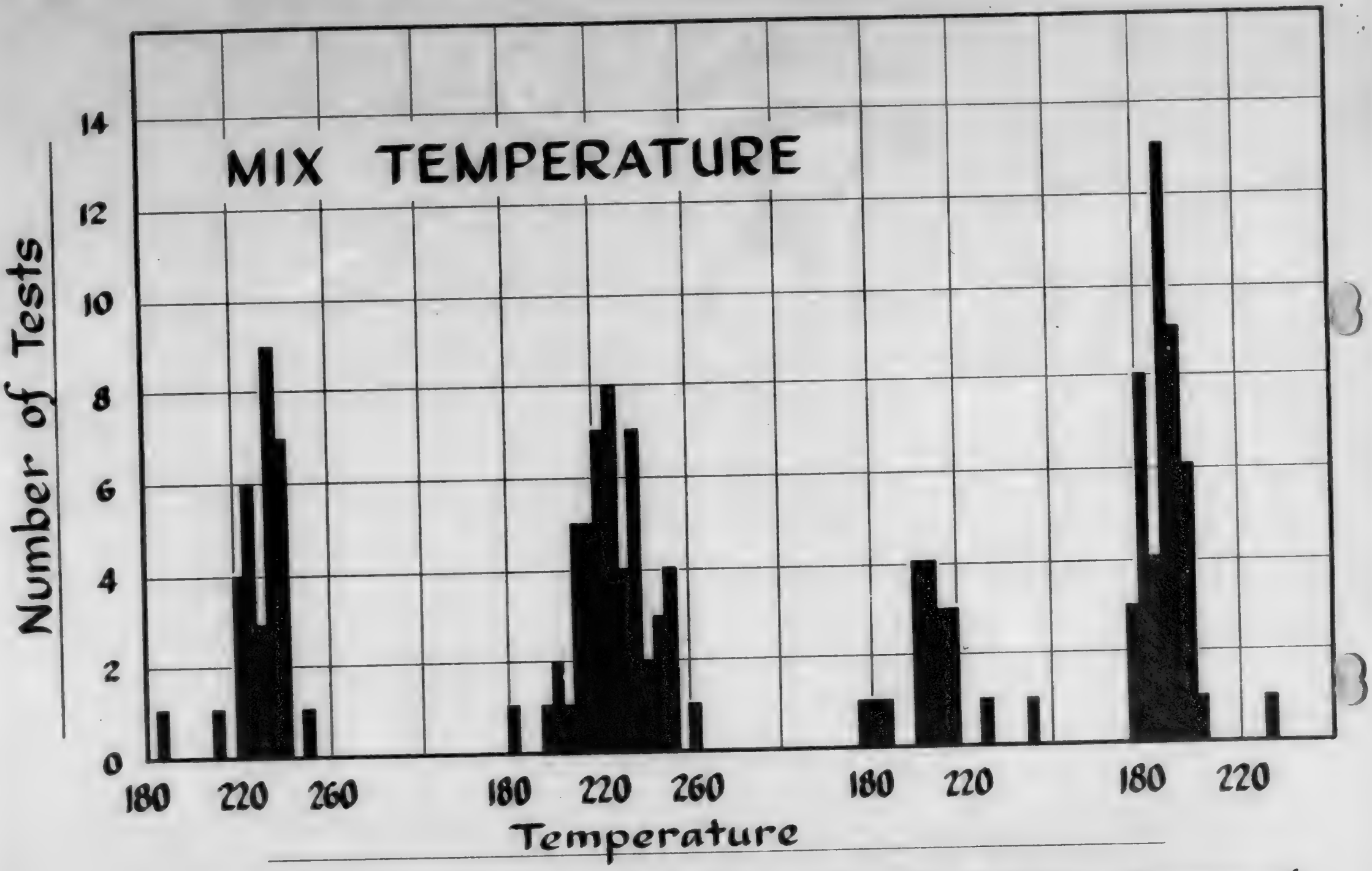
WEARING COURSE
AVE. 6.0 %

Number of Tests

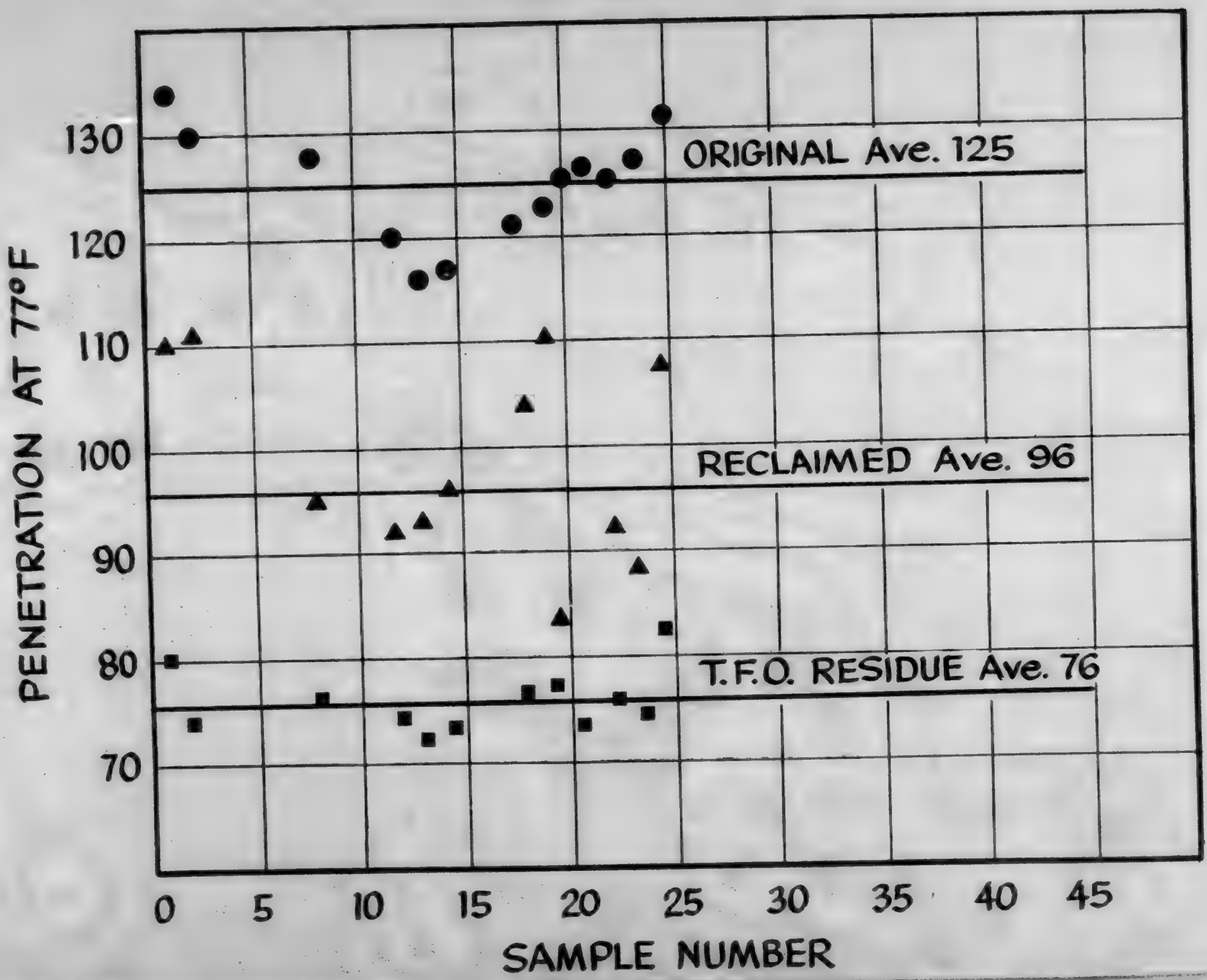
20
15
10
5

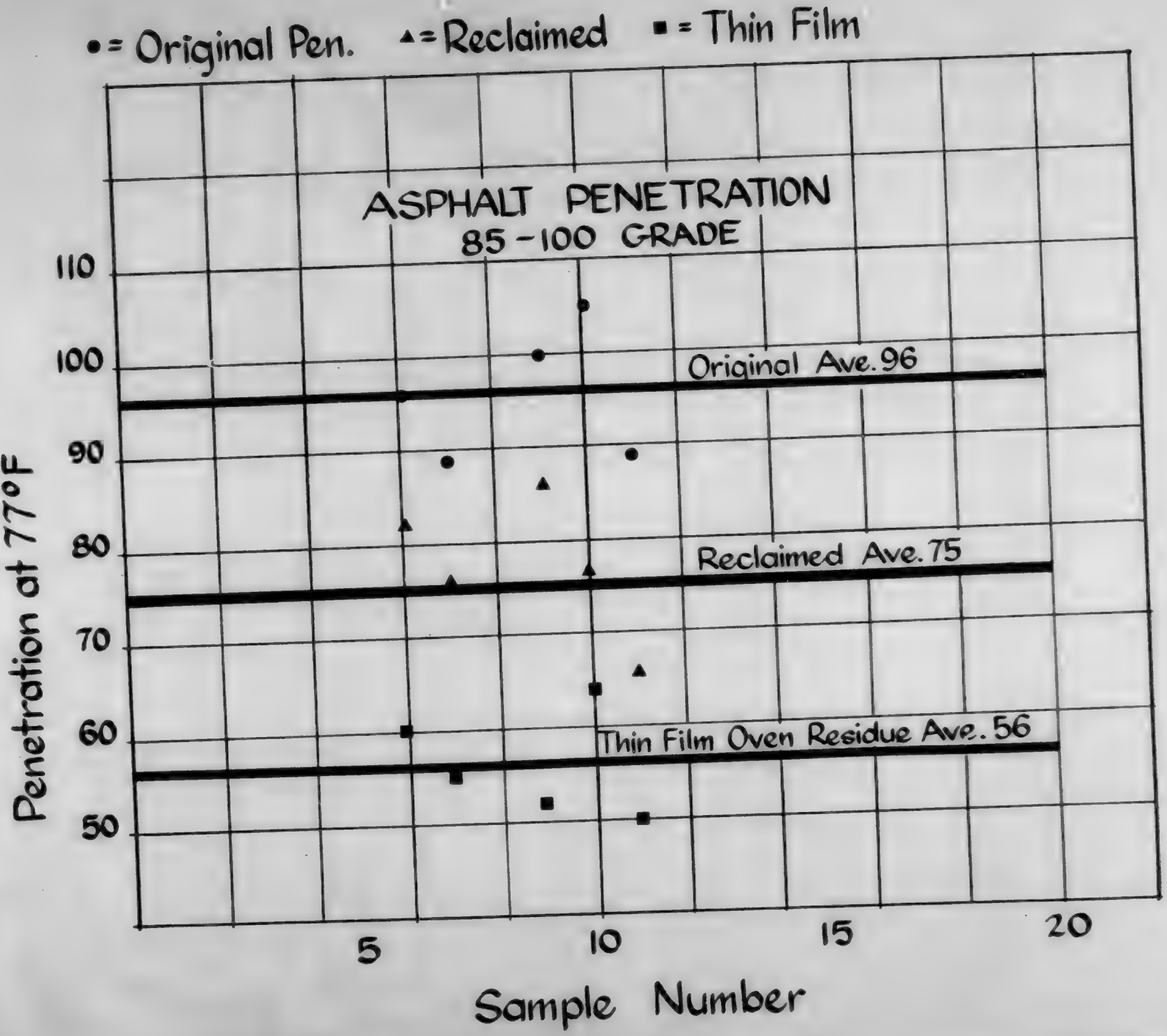
5.2 5.4 5.6 5.8 6.0 6.2 6.4 6.6 6.8 7.0 5.2 5.4 5.6 5.8 6.0 6.2 6.4 6.6 6.8 7.0

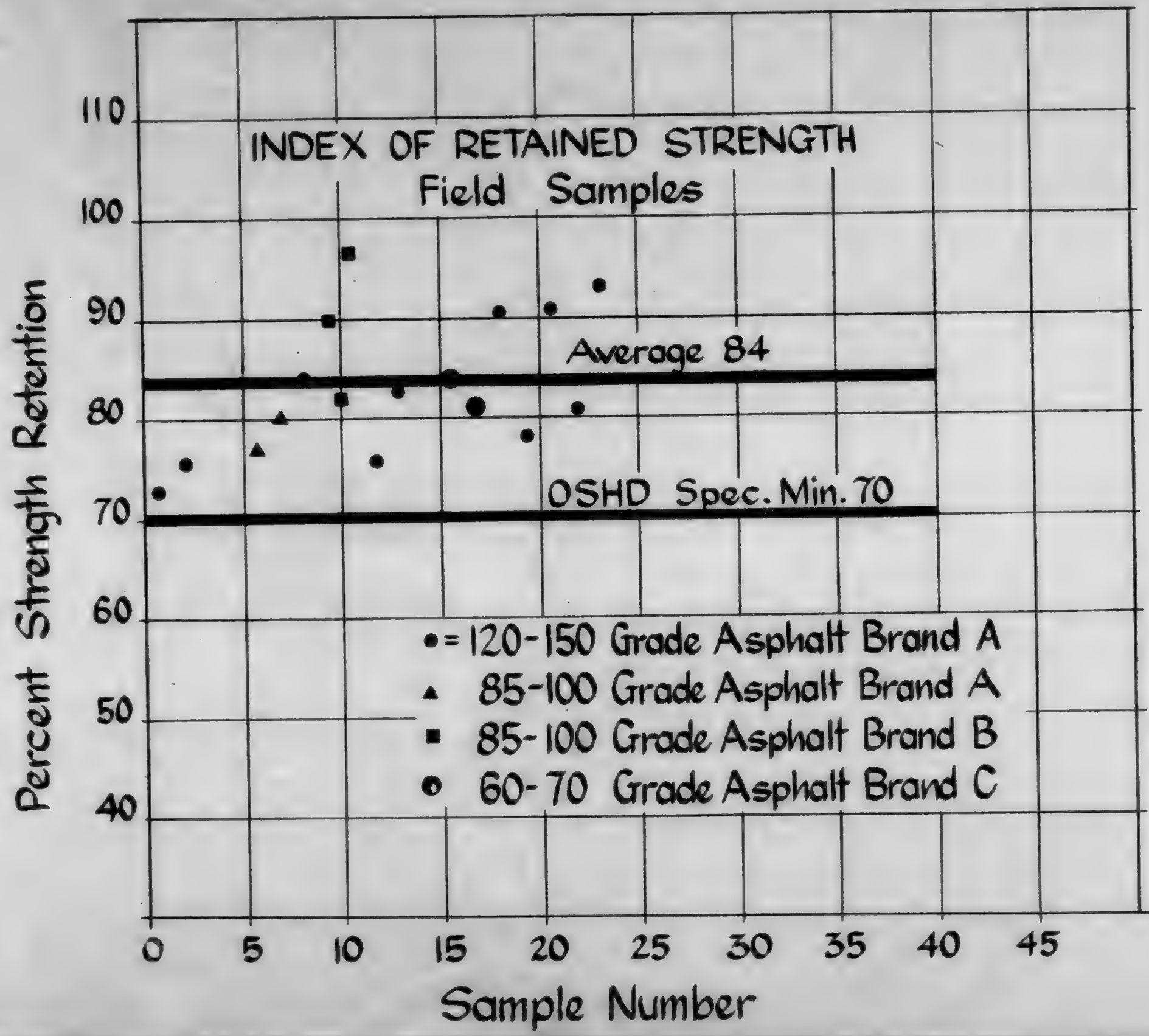
PERCENT ASPHALT


MIX TEMPERATURE
Number of Tests
0
2
4
6
8
10
12
14
180
220
260
180
220
260
180
220
180
220
Temperature
Pyrometer
Ave. 230° F.
Drum Chute
Ave. 223° F.
Truck at Silo
Ave. 206° F.
Pavement
at Paver
Ave. 191 °F.

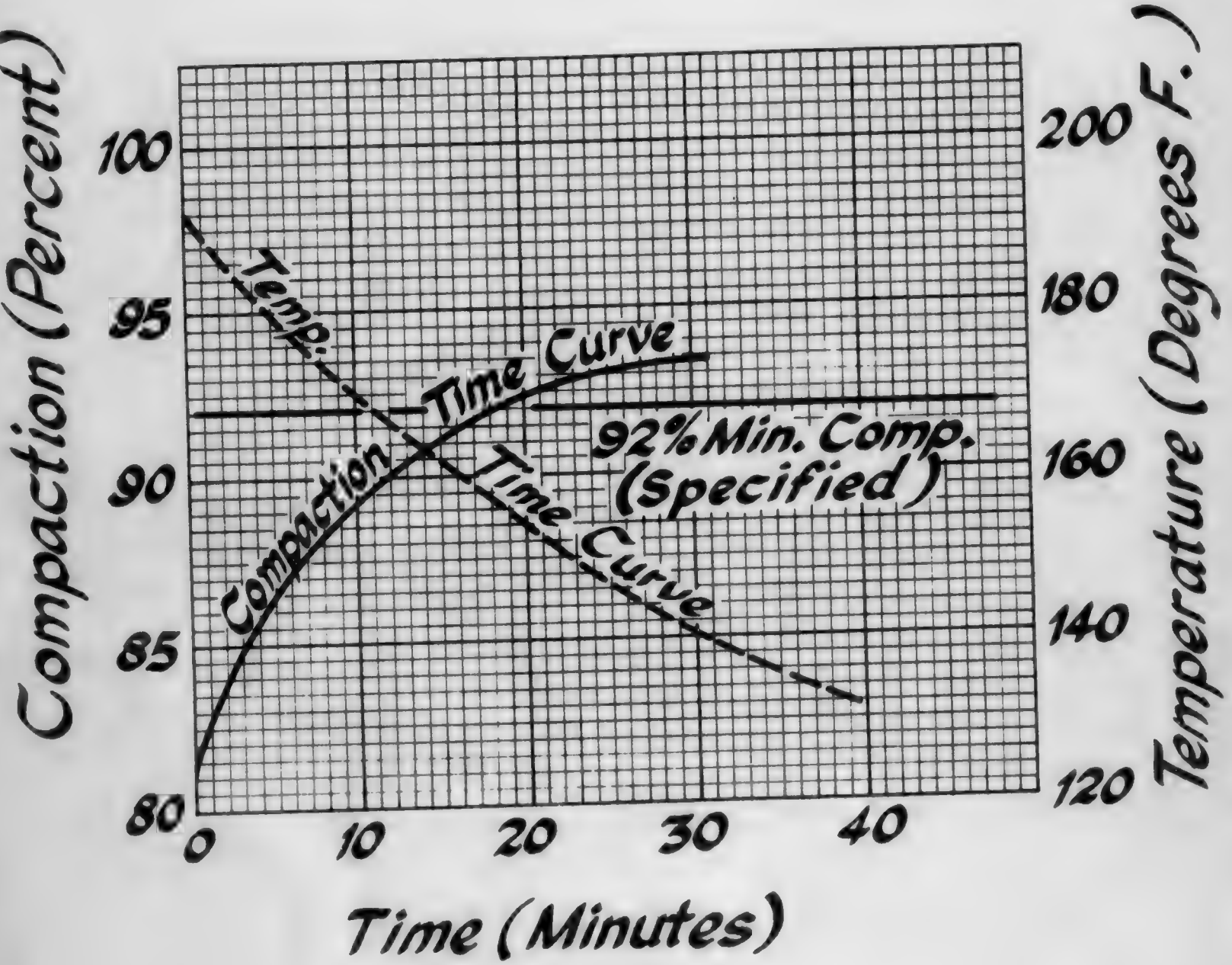
ASPHALT PENETRATION
120-150 GRADE



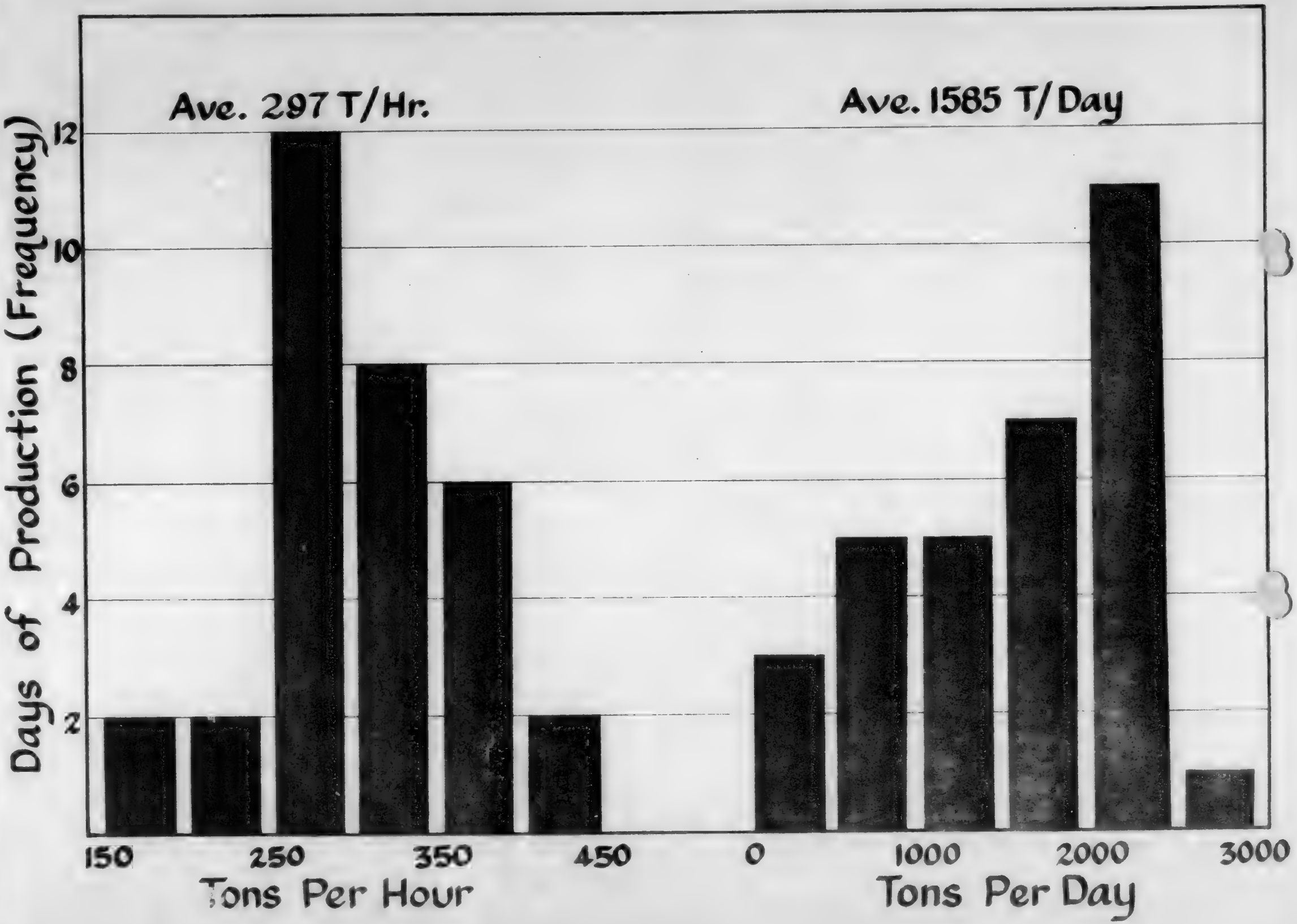

● = Original Pen.
▲ = Reclaimed
■ = Thin Film
ASPHALT PENETRATION
85 - 100 GRADE
Original Ave. 96
Reclaimed Ave. 75
Thin Film Oven Residue Ave. 56
Penetration at 77°F
110
100
90
80
70
60
50
5
10
15
20
Sample Number


INDEX OF RETAINED STRENGTH
Field Samples
Percent Strength Retention
110
100
90
80
70
60
50
40
Average 84
OSHD Spec. Min. 70
●= 120-150 Grade Asphalt Brand A
▲ 85-100 Grade Asphalt Brand A
■ 85-100 Grade Asphalt Brand B
◐ 60-70 Grade Asphalt Brand C
0
5
10
15
20
25
30
35
40
45
Sample Number

PAVEMENT COMPACTION
TIME - TEMPERATURE



PLANT PRODUCTION RATE



7887

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1973

SUBJECT: Trial of Viscosity Graded Asphalt on Contract #7887

To: J. F. Putnam
Region Engineer
P. O. Box 1249
Bend, Oregon 97701

The use of 120-150 grade asphalt was recommended on Mix Design #73-16118 for asphaltic concrete paving on the Narrows-Valley Falls project. It was also recommended on Page 2 of the report that a portion of the paving be done using viscosity graded asphalt AR-20 or AR-40. This will provide opportunity to gain some construction and testing experience using asphalt graded by the new system. Enclosed is a copy of AASHO M-226 specification for the asphalt residue grading system which will be used in all west coast states after January 1, 1974.

Witco Chemical Company-Golden Bear Division representatives Mr. Don Carson of Klamath Falls and Dr. Shahid Khan of Bakersfield have been contacted regarding their suppling AR viscosity graded asphalt. They have agreed to provide either AR-20 or AR-40 grade asphalt at no price differential from the 120-150 grade now being used on the project. It is recommended that one-half the project both base and top lift be paved using the AR-20 grade Bakersfield asphalt. The supplier should be contacted as soon as agreement from the contractor has been obtained in order to provide sufficient time for shipment of the asphalt.

The following is a list of samples which should be submitted for evaluation of asphalt on the dryer drum produced mix. A sampling frequency of one series of samples for every other days production is recommended. Testing costs will be covered by Prefix 5801-700.

Included for each series:

1. One quart of asphalt sampled just prior to sampling of mix.

RECEIVED
JUL 10 1973
Office of
Assistant State Highway Engineer

2. A 15 pound sample of mix sampled immediately following the sampling of asphalt.

3. Temperatures of the mix at drum outlet, truck at silo and pavement immediately behind paver.

4. Individual samples of aggregate from feeder belt, mix sampled at drum outlet and pavement immediately behind paver. These samples are for moisture tests and must be contained in sealed friction lid quart cans.

JOHN C. JENNINGS
Engineer of Materials & Research

By

J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Enclosure

JEW:eb

cc: H. S. Coulter
C. T. Kenney
E. J. Dunn
R. J. VanCleave
G. E. Boyle

5. PHYSICAL REQUIREMENTS

5.1 *Tensile Properties:*

5.1.1 The material as represented by the test specimens shall conform to the requirements as to the tensile properties given in Table 3.

5.1.2 For material under 5/16 in. (8 mm) in thickness or diameter, a deduction from the percentage of elongation in 8 in. (203 mm) specified in Table 3 of 1.25 per cent shall be made for each decrease of 1/32 in. (0.8 mm) of the specified thickness or diameter below 5/16 in. (8 mm).

5.2 *Bending Properties*—The longitudinal bend test specimens shall stand being bent cold through 180 deg without cracking on the outside of the bent portion, to an inside diameter which shall have a relation to the thickness of the specimen as prescribed in Table 4.

Delete Sections 6 and 7.

NOTE:—Except for Supplementary Requirement S2 IMPACT PROPERTIES this specification agrees with ASTM A 572-72. The revised specification is identified as Interim Specification M 223-73I.

Interim Specification for

Viscosity Graded Asphalt Cement

AASHO DESIGNATION: M 226-73I

1. SCOPE

1.1 This specification covers asphalt cements graded by viscosity at 60 C (140 F) for use in pavement construction. Three sets of limits are offered in this specification. The purchaser shall specify the applicable table of limits. In the event the purchaser does not specify limits, Table 1 shall apply. For asphalt cements graded by penetration at 25 C (77 F), see AASHO M 20 for Asphalt Cement.

2. MANUFACTURE

2.1 The asphalt cement shall be prepared from crude petroleum by suitable methods.

3. REQUIREMENTS

3.1 The asphalt cement shall be homogeneous, free from water, and shall not foam when heated to 175 C (347 F).

3.2 The asphalt cements shall conform to the requirements given in Tables 1, 2 or 3, as specified by the purchaser.

4. METHODS OF SAMPLING AND TESTING

4.1 Sampling and Testing of asphalt cements shall be in accordance with the following standard methods of the American Association of State Highway Officials:

Sampling	T 40
Viscosity at 60 C (140 F)	T 202
Viscosity at 135 C (275 F)	T 201
Penetration	T 49
Flash Point (COC)	T 48
Flash Point (P.M.C.T.)	T 73
Solubility in trichloroethylene	T 44
Thin-film oven test	T 179
Ductility	T 51
Spot test	T 102
Rolling Thin film oven test	T 240
Water	T 55

TABLE 1
Requirements for Specifications for Asphalt Cement Viscosity at 60 C (140 F)
(Grading based on original asphalt)

TEST	VISCOSITY GRADE				
	AC-2.5	AC-5	AC-10	AC-20	AC-40
Viscosity, 60 C (140 F), poises	250 ± 50	500 ± 100	1000 ± 200	2000 ± 400	4000 ± 800
Viscosity, 135 C (275 F), Cs-minimum	80	110	150	210	300
Penetration, 25 C (77 F), 100 g., 5 sec.-minimum	200	120	70	40	20
Flash Point, COC, C (F)-minimum	163(325)	177(350)	219(425)	232(450)	232(450)
Solubility in trichloroethylene, percent-minimum	99.0	99.0	99.0	99.0	99.0
Tests on residue from Thin-Film Oven Test:					
Viscosity, 60 C (140 F), poisees-maximum	1000	2000	4000	8000	16000
Ductility, 25 C (77 F), 5 cm per minute cm-minimum	100 [1]	100	50	20	10
Spot test (when and as specified)[2] with:					
Standard naphtha solvent	Negative for all grades				
Naphtha-Xylene-solvent, % Xylene	Negative for all grades				
Heptane-Xylene-solvent, % Xylene	Negative for all grades				

[1] If ductility is less than 100, material will be accepted if ductility at 15.5 C (60 F) is 100.
[2] The use of the spot test is optional. When it is specified, the Engineer shall indicate whether the standard naphtha solvent, the naphtha-xylene solvent, or the heptane-xylene solvent will be used in determining compliance with the requirement, and also, in the case of xylene solvents, the percentage of xylene to be used.

TABLE 2
Requirements for Specifications for Asphalt Cement Viscosity Graded at 60 C (140 F)
(Grading based on original asphalt)

TEST	VISCOSITY GRADE				
	AC-2.5	AC-5	AC-10	AC-20	AC-40
Viscosity, 60 C (140 F), poises	250 ± 50	500 ± 100	1000 ± 200	2000 ± 400	4000 ± 800
Viscosity, 135 C (275 F), Cs-minimum	125	200	250	300	400
Penetration, 25 C (77 F), 100 g, 5 sec.-minimum	220	140	80	60	40
Flash Point, COC, C (F)-minimum	163(325)	177(350)	219(425)	232(450)	232(450)
Solubility in trichloroethylene, percent-minimum	99.0	99.0	99.0	99.0	99.0
Tests on residue from Thin-Film Oven Test:					
Loss on heating, percent-maximum		1.0	0.5	0.5	0.5
Viscosity, 60 C (140 F), poises-maximum	1000	2000	4000	8000	16000
Ductility 25 C (77 F), 5 cm per minute, cm-minimum	100 [1]	100	75	50	25
Spot test (when and as specified)[2] with:					
Standard naphtha solvent	Negative for all grades				
Naphtha-Xylene-solvent, % Xylene	Negative for all grades				
Heptane-Xylene-solvent, % Xylene	Negative for all grades				

[1] If ductility is less than 100, material will be accepted if ductility at 15.5 C (60 F) is 100.
[2] The use of the spot test is optional. When it is specified, the Engineer shall indicate whether the standard naphtha solvent, the naphtha-xylene solvent, or the heptane-xylene solvent will be used in determining compliance with the requirement, and also, in the case of xylene solvents, the percentage of xylene to be used.

TABLE 3
Requirements for Specifications for Asphalt Cement Viscosity Graded at 60 C (140 F)
(Grading based on residue from Rolling Thin Film Oven Test)

TESTS ON RESIDUE FROM AASHO TEST METHOD T 240 [1]	VISCOSITY GRADE				
	AR-10	AR-20	AR-40	AR-80	AR-160
Viscosity, 60 C (140 F), poise	1000 ± 250	2000 ± 500	4000 ± 1000	8000 ± 2000	16000 ± 4000
Viscosity, 135 C (275 F), Cs-minimum	140	200	275	400	550
Penetration, 25 C (77 F), 100 g, 5 sec.-minimum	65	40	25	20	20
Percent of original Pen., 25 C (77 F)-minimum	—	40	45	50	52
Ductility, 25 C (77 F), 5 cm per min., cm-minimum	100 [2]	100 [2]	75	75	75
TEST ON ORIGINAL ASPHALT					
Flash Point, P.M.C.T., C (F)-minimum	205(400)	219(425)	227(440)	232(450)	238(460)
Solubility in Trichloroethylene, percent-minimum	99.0	99.0	99.0	99.0	99.0

[1] AASHO T 179 (Thin-Film Oven Test) may be used, but AASHO T 240 shall be the referee method.
[2] If ductility is less than 100, material will be accepted if ductility at 15.5 C (60 F) is 100.

S

OREGON STATE
HIGHWAY DIVISION

7887

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 17, 1973

Klamath Paving Company
P. O. Box 1180
Klamath Falls, Oregon 97601

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7887 for paving on the Narrows-Valley Falls Section of the Fremont Highway in Lake County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

Ward Insurance Agency
149 12th Avenue, West
Eugene, Oregon 97401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
E. J. Dunn

5

7887

May 1, 1973

Klamath Paving Company
P. O. Box 1110
Klamath Falls, Oregon 97601

Gentlemen:

The State Highway Commission on April 30 awarded to you State Highway Contract No. 7887 in the amount of $438,692 on the Narrows-Valley Falls Section of the Fremont Highway in Lake County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

bs

bc C. T. Hanson
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
H. J. Dunn

#7888

371-H

November 28, 1975

Mr. Keith Burns
Executive Assistant to the Governor
207 State Capitol
Salem, Oregon 97310

Dear Mr. Burns:

Mr. Baldwin asked that I provide you the background concerning Donald Davis' July 9 letter. The engineering costs referred to in Mr. Davis' letter consist of charges for both preliminary engineering and construction engineering on that project. The total final project cost of $29,831.37 includes $4,487.87 in preliminary engineering charges and $5,784.05 in construction engineering charges. The balance of the cost of the project was related to the actual material and labor incorporated into the project under the contractor's bid, and the additional work performed during the course of the construction operation.

The original location work produced a project with an estimated cost of $39,540. Work was done by the field to reduce this estimate to $28,660, and additional reductions by the Design Section resulted in plans for this project with a cost estimate of $22,430, or a reduction of $17,110 (43.2 percent) from the original estimate. This reworking entailed additional preliminary engineering costs and was necessary in order to fit the project within the amount of dollars allocated by the Transportation Commission. The final cost of the project, including engineering and contingencies, was $25,340, which was still $14,200 (35.9 percent) below the original estimated price. This does not include the cost of preliminary engineering mentioned earlier.

A sizable portion of the construction engineering costs were expended prior to the start of work by the contractor to obtain additional field data necessary to match existing curb and other grades and to implement the design changes made to reduce the cost of the improvement. The remaining salary charges were spent during the construction period and in the preparation of the semi-final estimate.

Projects of this type are expensive to engineer. Although the project was relatively short (about 483 lineal feet of main line and approximately 230 feet on a connecting line), none of the

alignment was straight, and it was necessary to construct concrete curbs and a concrete island. These features added to the cost of both the staking and inspection.

We appreciate Mr. Davis' concern with the engineering charges. All engineering costs included in the billing were incurred and were necessary to provide both an economically feasible project and one built to the standards to which we feel the taxpayers of Oregon are entitled.

Attached are copies of recent correspondence and a report prepared just after completion of this project.

Sincerely,

F. B. Klaboe, Administrator
and State Highway Engineer

Attachments

bc: George M. Baldwin
E. S. Hunter
H. S. Coulter
C. O. Fredrickson

COF:elf srb

#-7858

August 25, 1975

Mr. Donald A. Davis
City Manager
City of Newport
810 S. W. Alder
Newport, Oregon 97365

86-H
26-H

Dear Mr. Davis:

This will acknowledge receipt of the City of Newport's check in the amount of $1,281.76 representing the balance due on the TOFICS project which was constructed near the north end of the Yaquina Bay Bridge.

We regret that the trend of events surrounding the construction of this project resulted in a misunderstanding between the City of Newport and the State Highway Division. It is our desire that all matters between the State Highway Division and cities or counties be conducted in an atmosphere of openness, cooperation and equity. In any future negotiations, State Highway Division personnel will make every effort to prevent a reoccurrence of misunderstanding as has been associated with this TOFICS project.

Thank you for taking the time to express your position and concern on this matter.

Very truly yours,

H. S. Baxter
Deputy State Highway Engineer

GNH:ljt js

bc: F. B. Klaboe
H. S. Coulter
C. T. Kensey
L. W. Rulien
C. O. Fredrickson
H. H. Patterson

CITY OF NEWPORT
810 S.W. ALDER STREET
NEWPORT, OREGON 97365
(503) 265-5331

8/19/75

send check to Hong
Chris Parker for
RID reply

OFFICE OF THE CITY MANAGER

August 18, 1975

RECEIVED
STATE HWY ENGR
AUG 19 75
REFER TO
FOR
Info | Inves | R/D | D/R | Sig | Act | File

Mr. E.S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Hunter:

Enclosed is the City of Newport's check for the additional engineering that you feel is due on the turn-off project at the north end of the Yaquina Bay Bridge.

You did not understand what I was complaining about because you stated that it is the experience of the highway department that preliminary and construction engineering costs do run this high (52%) from prior experience. Every estimate that we received on this project had total engineering and contingencies listed at 25%. This figure is in line with what the city pays private consultants and since it was mandatory that we use the highway department's engineering in this program, I did not challenge this figure during preliminary talks.

This project was not constructed on a city street, it is constructed entirely on State Highway right-of-way and is a simple circular curve to allow egress from the Yaquina Bay Bridge to negotiate a curve that modern vehicles are capable of turning versus the old one that disallowed such use.

Twenty dollars a running foot for engineering, I find completely beyond reason and is double what the city pays private consultants and approximately four times what our costs are for city streets that we do our own engineering work for on local assessment districts.

We used all of our topic funds on the federal primary system in Newport and the only project we requested on the latest bond issue was also on a federal primary highway. It is because of this fact that I resent having to pay city tax dollars on state projects which probably should have been done by the state without the aid of these federal programs aimed at helping cities.

Sincerely,

CITY OF NEWPORT

Donald A. Davis
City Manager

DD:msd

Enclosure

F 7888

B-

21-0603

August 1, 1975

Mr. Donald A. Davis
Newport City Manager
City Hall
Newport, Oregon 97365

26-K

Dear Mr. Davis:

Since receiving your letter of July 9 we have reviewed in detail the cost reports in connection with the Waterlin Drive project. The engineering charges are correct and the balance due from the City of Newport is $1,281.76.

Although the engineering charges may appear high in relation to the size of the project, this is consistent with our experience on other similar small city street projects. Both preliminary and construction engineering are more detailed on city street projects than on rural projects. The field survey work involves the same functions on a small project as on a large project such as soils investigations, landscape, utility, final design, specification preparation and charges for programming.

I assure you these charges are accurate and work performed on other projects was not charged to the Waterlin Drive project.

If you wish to go over the details please feel free to contact Resident Engineer H. H. Patterson in Newport or Region Engineer C. O. Fredrickson, East Salem Highway Building, Salem, Oregon 97310, telephone 378-2626.

Very truly yours,

H. S. Hunter
Deputy State Highway Engineer

HHH:js
bc: G. M. Baldwin
F. B. Klaboe
H. S. Coulter
C. T. Keasey
C. O. Fredrickson
H. H. Patterson

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 24, 1975

Salem, Oregon

FILE: 21-0603

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Assignment ESH 26
Donald A. Davis Complaint
Naterlin Engineering Charges

TO: H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

Newport City Manager, Donald A. Davis in his July 9, 1975 letter strenuously objected to the engineering charges on the Naterlin Drive TOPICS project. That contract #7888 was awarded April 30, 1973 and completed June 21 of the same year.

Resident Engineer, H. H. Patterson, previously studied the construction engineering charges. His September 21, 1973 report is attached. He again reviewed the matter and his July 21, 1975 report is attached. Subsequently, to that date, the archive vouchers for prior to 1973 have been resurrected and the charges to within $143.32 of the billing have been verified. Possibly this difference is due to the $76.96 credit shown in the last review. The last review is primarily of location engineering charges. These were also high. Field charges for the location survey by Resident Engineer, Dick Nelson, were under $2,000 but still involved several design changes to try and accommodate the lesser overall project cost. Mr. Davis had previously by April 26, 1973 letter been advised of the preliminary engineering charges to date in the amount of $4,573.00. He did not object at that time although he had objected earlier to our anticipated engineering charges.

Mr. Patterson has penciled a list of additional reasons that construction engineering overran.

We certainly would have preferred this project not have involved as much engineering as it did, but these are true charges. Hence, the attached rough draft for your consideration.

RECEIVED
JUL 28 1975
Office of
Assistant State Highway Engineer

GWW/dea
Attach.
cc: C. T. Keasey
H. H. Patterson

CITY OF NEWPORT
810 S.W. ALDER STREET
NEWPORT, OREGON, 97365
(503) 265-5331

OFFICE OF
THE CITY MANAGER

RECEIVED
STATE HWY ENGR
JUL 10 75
REFER TO
Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
JUL 14 1975
Office of
Assistant State Highway Engineer

July 9, 1975

George Baldwin
Director of Transportation
Dept. of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

The city of Newport entered into an agreement with the Department of Transportation on July 27, 1971, for a topics project that involved the rebuilding of the turn off from the northerly end of the Yaquina Bay Bridge as shown on the enclosed drawing.

This project consisted of the construction of approximately a block of asphalt paving. The contract price to the contractor, Road & Driveway of Newport, was $19,516.87. Preliminary engineering amounted to $4,487.87 which is 23% of the construction price. The city deposited with the state 20% of the estimated total cost of the project, which amounted to $5,400. The $27,000 estimate was made up of preliminary engineering plus the contract amount plus 14.5% for construction engineering and contingencies.

This project was completed approximately two years ago, but recently the city received a bill for $1,281.76 as an additional balance owed by the city to the state for this project. The city strenuously objects to paying this additional money in as much as the engineering charged is exorbitant. Engineering represents 52% of the money paid to the contractor. I can't possibly see how anyone

Coulter
Bls. Countryside
on R/W.
Est

could spend over $10,000 for the engineering on such a small project. It would appear to me that somebody charged a great deal of work time to the account number assigned to this project for work in no way directly related to it.

I've enclosed a small map of the project.

Sincerely,

CITY OF NEWPORT

Donald A. Davis

Donald A. Davis
City Manager

cc: Senator Stanley Ouderkirk
Representative Max Rijken

RECEIVED
JUL 10 1975
OFFICE
DIRECTOR of TRANSPORTATION

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: May 30, 1975

CITY Newport Contract No. 7888 Date Completed 6/21/73

PROJECT # T-5021 (3) Section Oregon Coast Hwy. - Naterlin Drive

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payments to Contractor	$19,516.84
Miscellaneous project costs	41.32
Construction Engineering	5,784.05
Interest paid to contractor	1.29
Preliminary Engineering	4,487.87
TOTAL PROJECT COST	$29,831.37
Federal Aid Funds collected	16,467.85
Amount to be shared by state and city	$13,363.52
City share per agreement dated 5/19/72:	
50% of $13,363.52	6,681.76
City's advance deposit	5,400.00
BALANCE DUE FROM CITY	$1,281.76

OREGON STATE HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE NO. 117253

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/20/75	cc - 1479		21-0603-299

CODE: NEWPORT

City of Newport
City Hall
Newport, Oregon 97365
Attn: Mr. Dnald A. Davis, Mgr.

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FIN AL BILLING: Topics Project T-5021 (3)			
Oregon Coast Hwy - Naterlin Dr. Sec			
City of Newport			
Covered by agreement dated 5/19/72			
Contract No. 7888			
Advance Deposit		5,400.	
Amt. Prev. Transferred		4,900.	
Adv. to Hwy			500.00
City Costs per attached sheet		6,681.76	
Less Amount Previously transferred		4,900.00	
BALANCE DUE FROM CITY			1,281.76

OREGON STATE HIGHWAY DIVISION	HIGHWAY DIVISION INVOICE	NO. 117253

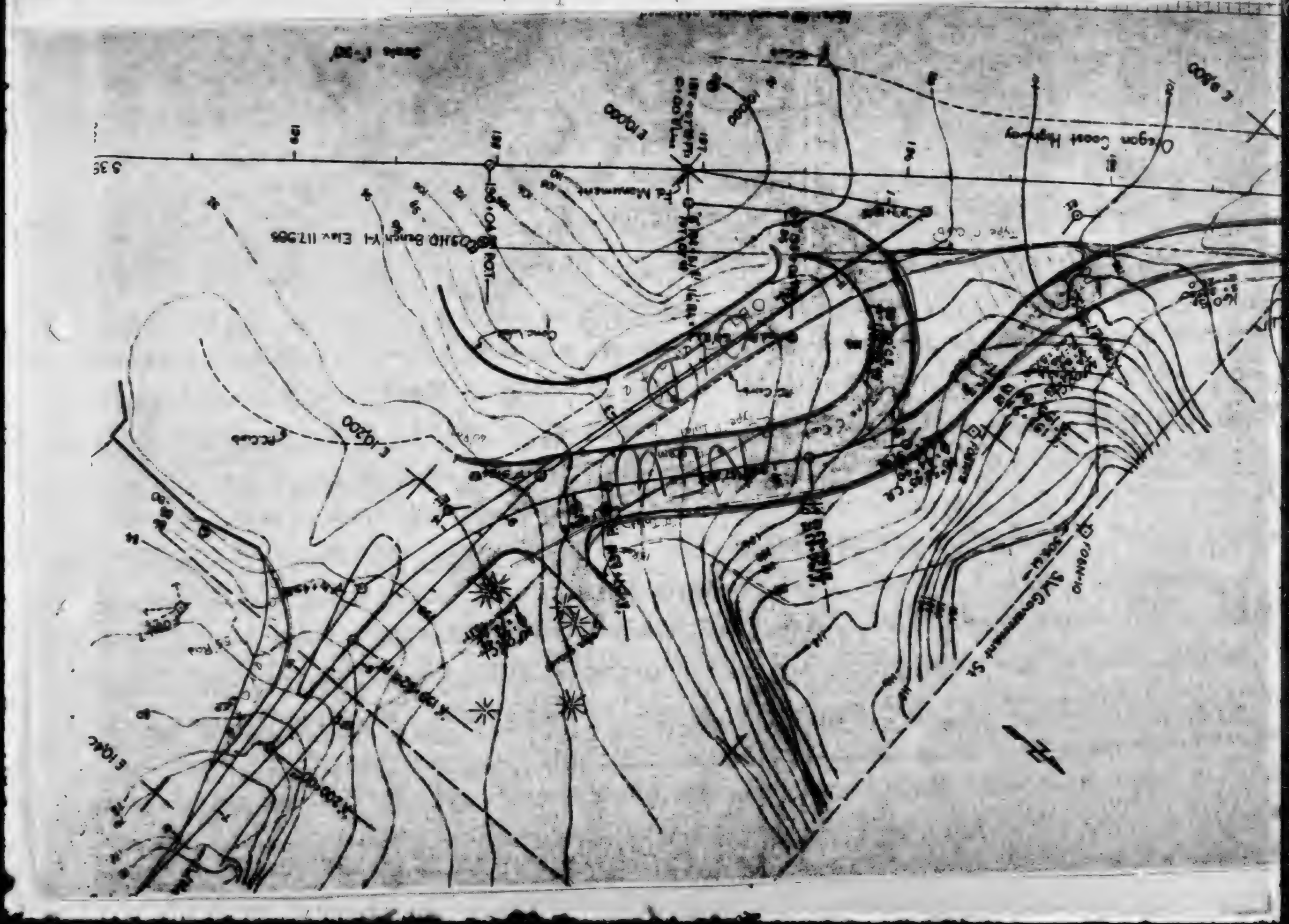
DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/20/75	cc - 1479		21-0603-299

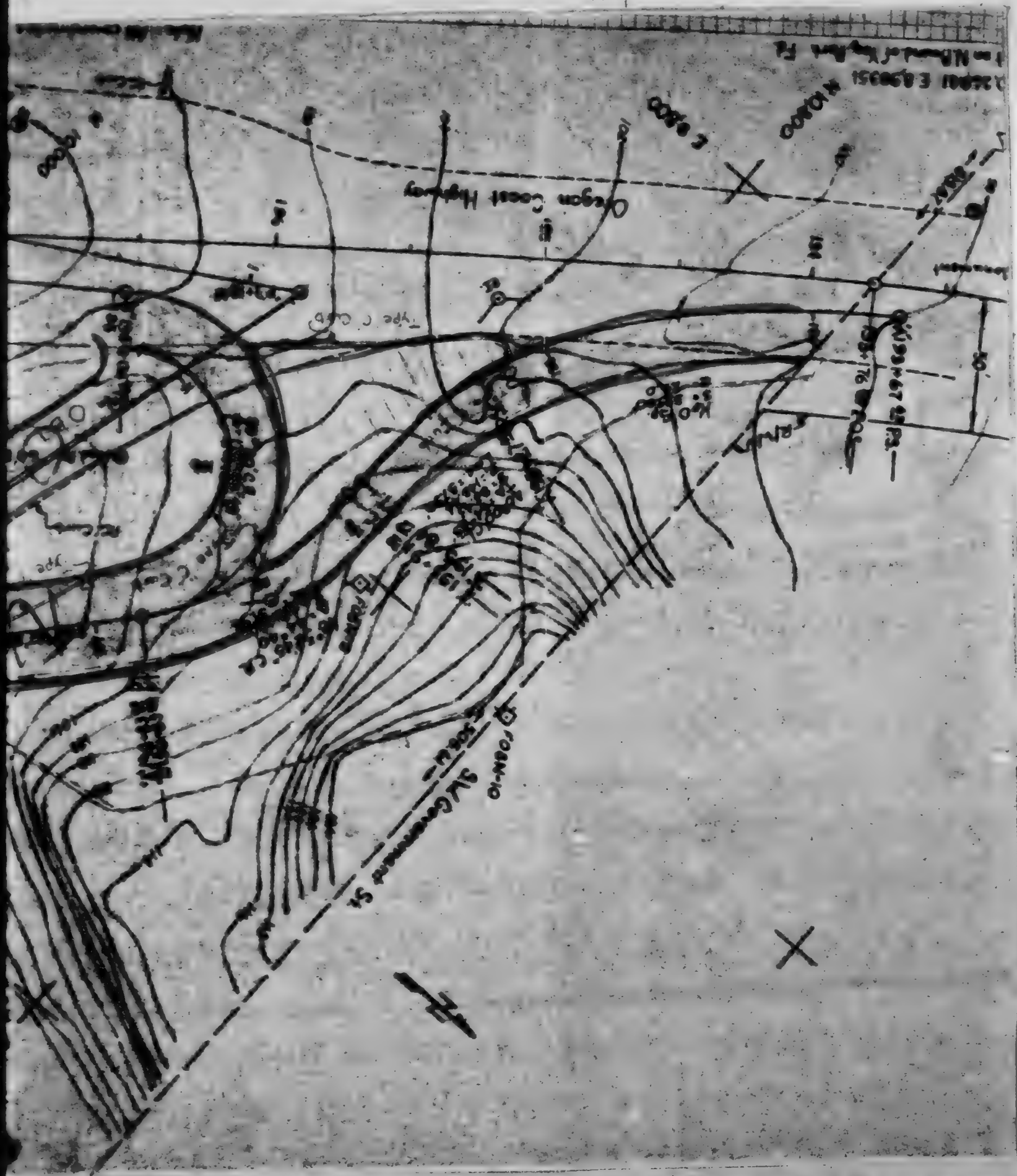
CODE: NEWPORT

City of Newport
City Hall
Newport, Oregon 97365
Attn: Mr. Dnald A. Davis, Mgr.

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FIN AL BILLING: Topics Project T-5021 (3) Oregon Coast Hwy - Naterlin Dr. Sec. City of Newport Covered by agreement dated 5/19/72 Contract No. 7888			
Advance Deposit		5,400.	
Amt. Prev. Transferred Adv. to Hwy		4,900.	500.00
City Costs per attached sheet		6,681.76	
Less Amount Previously transferred		4,900.00	
BALANCE DUE FROM CITY			1,281.76




Oregon Coast Highway
Type C Curb
Type B Curb
Type A Curb
Type C Curb
Type B Curb
Type A Curb
Type C Curb
Type B Curb
Type A Curb

21-0603
7888

FORM E-30

REGION 2 ENGINEER
RECEIVED
JUL 22 1975
RE | RWE | HWE | RTE | ROE
ULE | GEO | RSO | RCC | PPE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Newport 97365
21 Jul 75

SUBJECT: ESH Assignment No. 26

City of Newport Complaint
Waterlin Drive Project
Contract No. 7888

To:

C. O. Fredrickson
Region Engineer
S A L E M

Attention: Gerald Wimer

I have again spent countless hours pouring over the books and IBM run on the subject project in an effort to explain to Mr. Don Davis' satisfaction the Invoice and Itemized Statement of Final Costs. There is no way in which I can verify the Preliminary Engineering figure of $ 4,487.87 shown on the Itemized Statement.

When asked to explain the engineering costs earlier I obtained an object run from the Finance Section; a print is attached, along with a tabulation made therefrom. You will note that the run was received on March 1, 1974, and since I was notified that the prefix was to be cancelled on September 30, 1973, I have every reason to believe the figures indicated are final. The run did not, however, show any Function 901 (Field Location Survey) charges; these are taken from Dick Nelson's final Weekly Report on the survey. From the above information I get the following Preliminary Engineering costs:

No.	Function	Cost
901	Field Survey	$ 1,527
905	Final Design	4.33
914	Utility Liaison	213.11
921	Specifications	163.29
980	Public Hearings	125.20
	TOTAL	$ 2,032.93

It would appear that the City has been billed on an excessive amount of $ 4,487.87 - 2,032.93 = $ 2,454.94. This would reduce the amount due from the City to $ 54.29 rather than $ 1,281.76 shown on the invoice. I recommend the Finance Section be requested to restudy the billing.

A print of my previous report on the subject is also attached for your information.

H. H. Patterson
Resident Engineer

21

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: May 30, 1975

CITY Newport Contract No. 7888 Date Completed 6/21/73

PROJECT # T-5021 (3) Section Oregon Coast Hwy. - Naterlin Drive

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payments to Contractor	$19,516.84
Miscellaneous project costs	41.32
Construction Engineering	5,784.05
Interest paid to contractor	1.29
Preliminary Engineering	4,487.87
TOTAL PROJECT COST	$29,831.37
Federal Aid Funds collected	16,467.85
Amount to be shared by state and city	$13,363.52
City share per agreement dated 5/19/72:	
50% of $13,363.52	6,681.76
City's advance deposit	5,400.00
BALANCE DUE FROM CITY	$1,281.76

OREGON STATE HIGHWAY DIVISION
FORM A-136 (REV 1-73)

HIGHWAY DIVISION INVOICE NO. [illegible]

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/20/75	cc - 1479		21-0603-299

CODE: NEWPORT

City of Newport
City Hall
Newport, Oregon 97365
Attn: Mr. Dnald A. Davis, Mgr.

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRI
FIN AL BILLING: Topics Project T-5021 (3)			
Oregon Coast Hwy - Naterlin Dr. Sec			
City of Newport			
Covered by agreement dated 5/19/72			
Contract No. 7888			
Advance Deposit		5,400.	
Amt. Prev. Transferred		4,900.	
Adv. to Hwy			500.00
City Costs per attached sheet		6,681.76	
Less Amount Previously transferred		4,900.00	
BALANCE DUE FROM CITY			1,281.76

OREGON STATE HIGHWAY DIVISION

FORM A 190 (REV 1-73)

HIGHWAY DIVISION INVOICE

NO. [illegible]3

DATE	BILLING REQ. NO.	YOUR ORDER NO.
6/20/75	cc - 1479	

CREDIT DISTRIBUTION
21-0603-299

CODE: NEWPORT

City of Newport
City Hall
Newport, Oregon 97365
Attn: Mr. Dnald A. Davis, Mgr.

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FIN AL BILLING: Topics Project T-5021 (3) Oregon Coast Hwy - Naterlin Dr. Sec City of Newport Covered by agreement dated 5/19/72 Contract No. 7888			
Advance Deposit		5,400.	
Amt. Prev. Transferred Adv. to Hwy		4,900.	500.00
City Costs per attached sheet		6,681.76	
Less Amount Previously transferred		4,900.00	
BALANCE DUE FROM CITY			1,281.76

RECEIVED
JUL 15 1975
OFFICE OF
RESIDENT ENGINEER
NEWPORT, OREGON

21-0603

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Newport 97365
21 Sep 73

REGION 2 ENGINEER
RECEIVED
SEP 24 1973
RE | ACE | RTE | RTE | NOE
ULE | GEO | TA | FILE

SUBJECT: Engineering Cost
Contract No. 7888
Oregon Coast Hwy.-Naterlin Drive (Newport) Section

To: C. O. Fredrickson
Region Engineer
S A L E M

Attention: T. W. Litchfield

The engineering costs on the subject project have been analyzed per your recent request.

My office has record of $4,835.79, which was spent as follows:

Salary	94.8 %
Equipment Rental	3.7 %
Misc. (lab charges, phone & supplies)	1.5 %
	100.0

The salary figure shown above was further studied, and breaks down as follows:

Administration	10.2 %
Surveying	60.5 %
Inspection	19.4 %
Office	9.9 %

This breakdown was made strictly on the basis of the persons involved and is therefor a little misleading, in that quite a bit of the surgey time shown was actually spent on inspection and on preliminary office work. Considerable work (21% of the total salary) was required in April, prior to start of work by the contractor, in obtaining additional data necessary to ensure matching of existing curb and other grades and alignment, etc. The remaining 79% of the salary was spent 48% in May and 31% in June; the contractor started work on May 10 and completed on June 21. The semi-final was submitted on June 25.

In addition to the $4,835.79 shown on the books kept in my office, machine records dated July 1973 indicate $574.90 (to make a total of $5,410.69 which is shown on the Final Estimate Release which you sent me). IN ADDITION TO THAT, some $208.65 has been charged to the job SINCE JULY. The current total of charges made against this profix without the knowledge of this office is $ 783.55, an amount equal to 40.0% of the original engineering authorization.

H. H. Patterson

H. H. Patterson
Resident Engineer

H. H. Patterson - 1871 265-7391
Newport -
91-01-03-700

Apr -	c/v 35750 - Reg. Off. - Salary -	138.29
" -	Blue-Pr. - Design - Off. Engr. -	122.18
" -	c/v 36618	60.67
		$ 321.14

May -	Freight - Phone - Photos - Supplies	23.11
" -	Salaries - Eq. Rental - Patterson	894.27
" -	" - Regional Off.	69.14
" -	- Off. Engr.	3.07
		990.32 ~~940.07~~

June -	Salaries - Eq. Rental - Patterson	2,094.11
"	" - Reg. Off.	68.71
"	- Freight - Photos - Supplies - Phone	47.11
"	- Eq. Rental - (Boat) - Salem	4.75
"	- Off. Engr. - Data - Processing - Coastal Dist.	38.10 - Blue Print
		$ 2,252.81

July -	Salaries - Eq. Rental - Patterson -	1,751.25
"	- Hub - Off. Engr. - Blue Pr.	22.85
"	- Field Will - Salaries - Eq. Rental	57.33
		$ 1,831.35

Aug. -	Patterson - Civ. Wks. - Eq. Rental	86.39
"	- Off. Engr. - Coastal Dist. -	125.41
"	- Misc. - Exp. Statements etc	8.16
		$ 220.69
		$ 5619.34

THIS DATA RECEIVED 9-11-73 FROM W.L. MONNETT. HB

Oregon Coast Hwy - Waterlin Dr. (Newport) Sec.

RES. ENGR'S. OFFICE RECORD OF COSTS

21-0603-900 1,958.70.

	1973 Date	Item	Salary	Overtime	Equip. Rent	Supplies & Office Exp	Lab	Misc.	Total	Balance
1	May 2	Apr	96162		2250					
2	10	Phone - Apr.				629				
3	31	Exp. State. - Pat				907				
4	Jun 1	May	220950		9450					
5			317112		11700	1536			330348	
6									330348	(-)
7										
8	13	501 *91319				636				
9	19	Exp. State. - Pat				1306				
10		Phone - May				900				
11						2842			332842	
12									333190	(-)
13										
14	Jul 3	Lab * 73-13952-54					1200			
15	5	June	141394		6075					
16	11	Lab * 73-14848-50					1200			
17	20	Exp. State. - Pat				520				
18			141394		6073	520	2400		150389	
19								247%	483579	
20										
21		(From M.S. report Jul 73:							54016	(r)
22		PREFIX CANCELLED 9-30-73							873	(M)
23									54106	Total
24										
25										
26										
27										
28										
29										
30										
31										
32										
33										
34										
35										
36										

Form E-49—30M

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

ENG. CHARGES ANALYSIS

7833 — MATCHLIN DRIVE — 21-0603

LETTING 4/26
AWARDED 4/30 — WORK STARTED 5/10 ; COMPLETED 6/21

		TAL	EQUIPMENT	SUPPLIES	VEHICLE	LAB.	EXP.	
APR. 13		21 961.62	22.50 12		6.29		9.07	
MAY 4		48 2209.50	94.50 53					
JUN		31 1413.94	60.75 34	6.36	9.00		13.06	
JUL						12.00 12.00	5.20	
	%	94.81	3.68	0.13	0.32	0.50	0.57	MR 5401.69
	$	4585.06	177.75	6.36	15.29	24.00	27.33	4835.79
		APR	MAY	JUN	JULY	TOTAL	%	565.90
PAT		2 (HRS) $15.50	36 279.00	9 69.75	0 —	47 364.25	10.25	
BASTEDO		53 292.03	75 413.25	32 176.32	0 —	160 881.60	24.80	
DAY		33 135.63	70 287.70	48 197.28	0 —	151 620.61	17.46	
BLACKING		30 96.60	18 57.96	0 —	0 —	48 154.56	4.35	
FRAZIER		0 —	80 380.00	65 308.75	0 —	145 688.75	19.33	
JORDAN		42 172.62	57 234.27	15 61.65	0 —	114 468.54	13.15	
MASON		6 33.06	11 60.61	47 258.97	0 —	64 352.64	9.92	
ONKOWSKI				8 23.36	0 —	8 23.36	0.66	
		745.44	1712.79	1,096.08		3554.31	✓ 100.00	
	(X1.29=)	961.62	2209.50	1413.94		4585.06	✓	
		✓	✓	✓				
ADMIN	PAT	10.25%		$ 3.64 X 1.29 =	$ 4.71			
DRV	(REST)	60.45		2148	7772			
NSP	BUCK	19.38		1.79	8.88			
OFFICE	VERN	9.92		0.73	0.95			
				3534	4586			

Patterson

TOTAL TO DATE JOB COST SUMMARY — CREW 08041 — REGION 2 — JULY 1973 — PAGE 40

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE		
WATERLIN DR-NEWPORT	021	0603	201	00 P1	8,180.59	8,180.59	19,516.84	73	73
	021	0603	204	00 N9	409.02CR	409.02CR	967.48CR	73	73
	021	0603	296	00 N9	6,308.01CR	6,308.01CR	12,276.28CR	73	73
	021	0603	296	00 N9	6,308.01	6,308.01	12,276.28	73	73
	021	0603	900	00 N1	3.07	3.07	8.73	73	73
	021	0603	900	00 P1	1,831.31	1,831.31	5,401.96	72	73
	021	0603	901	00 P1			1,949.46	72	72
	021	0603	905	00 N1			3.60CR	73	73
	021	0603	905	00 P1			846.12	72	73
	021	0603	910	00 P1			70.32	72	72
	021	0603	912	00 P1			24.08	72	72
	021	0603	914	00 N1			.32CR	73	73
	021	0603	914	00 P1			407.34	72	73
	021	0603	921	00 P1			622.59	72	73
	021	0603	921	00 N1			7.90CR	73	73
	021	0603	980	00 P1			446.62	72	72
	021	0603	985	00 N1			.28	73	73
	021	0603	985	00 P1			41.04	73	73
			** JOB TOTALS **		9,605.95 *	9,605.95 *	28,356.08 *		
			** CREW TOTALS **		9,605.95	9,605.95	28,356.08		

RECEIVED
AUG 9 - 1973
OFFICE OF
RESIDENT ENGINEER
NEWPORT, OREGON

FROM MACHINE RECORDS

RECEIVED
AUG 9 - 1973
OFFICE OF
RESIDENT ENGINEER
NEWPORT, OREGON

Dc. [illegible] B. Klaboe
R. L. Schroeder
D. G. Talbot
L. H. Young
C. O. Fredrickson

OREGON STATE HIGHWAY DIVISION

7888

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 26, 1973

7884

Mr. Donald A. Davis
City Manager
City Hall
Newport, Oregon 97365

Re: TOPICS Project T-5021(3)
Oregon Coast Highway-Naterlin
Drive Section

Dear Mr. Davis:

The State Highway Commission opened bids today for the subject project. The apparent low bid was submitted by Road and Driveway, Inc. of Newport.

The anticipated cost based on the low bid is as follows:

Contractor's bid	$19,337
Anticipated additional items:	
Flagging	150
Temporary erosion control	100
	$19,587
Engineering & Contingencies (14½%)	2,840
	$22,427
Estimated preliminary engineering to date	4,573
TOTAL estimated project cost	$27,000

NOTED
A. E. JOHNSON

CITY'S ADVANCE DEPOSIT:
20% of TOTAL $ 5,400

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $5,400) payable to the Oregon State Highway Commission and FORWARD IT TO Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem 97310.

RECEIVED
STATE HWY ENGR
APR 26 '73
REFER TO
FOR
Info Act File

Very truly yours,

H. S. Cox
County and City Engineer

RICHARD BLADORN

By: Richard Bladorn
Urban Program Engineer

RB:ljt

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Newport
City Hall
Newport, Oregon 97365
Attention of Mr. Donald A. Davis, Manager

Request No. (assigned by staff engineer or head of section) CC - 1479

Date May 30, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Topics Project T - 5021 (3)
Oregon Coast Hwy. - Naterlin Dr. Sec.
City of Newport
Covered by agreement dated 5/19/72
Contract No. 7888

Itemized Statement: CLR - DT File #502103 Advance Deposit $5,400

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	$5,400	
		Amount Previously transferred	4,900	
				$500.00
		City costs per attached sheet	$6,681.76	
		Less amount previously transferred	4,900.00	
				1,781.76
		BALANCE DUE FROM CITY		$1,281.76

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $5,400

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $4,900

Give the number of the last previous request in connection with this same service. CC 1373

Credit distribution:

21-0603-299 $1,781.76

Submitted by: Gary E. Zehner
Gary Zehner, Urban Program Engineer

Approved:
Richard Unrein, Urban Engineer
Regional Engineer

Approved: ☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE ☒ UPE ☐ CE ☐ RE ☐ RPE ☐
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** May 30, 1975

CITY Newport **Contract No.** 7888 **Date Completed** 6/21/73

PROJECT # T-5021 (3) **Section** Oregon Coast Hwy. - Naterlin Drive

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payments to Contractor	$19,516.84
Miscellaneous project costs	41.32
Construction Engineering	5,784.05
Interest paid to contractor	1.29
Preliminary Engineering	4,487.87
TOTAL PROJECT COST	$29,831.37
Federal Aid Runds collected	16,467.85
Amount to be shared by state and city	$13,363.52
City share per agreement dated 5/19/72:	
50% of $13,363.52	6,681.76
City's advance deposit	5,400.00
BALANCE DUE FROM CITY	$1,281.76

Reference: Billing Form CC 1479

(MEMORANDUM)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Final Voucher

D.O.D. VOUCHER NO.

VOUCHER NO.

...K PERFORMED UNDER PROVISIONS OF THE ...D AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

...ATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-5021(3) NEWPORT

VOUCHER PERIOD: FROM 10-29-71 TO 11-8-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$29,831.37	$25,072.51	63.65%	$16,467.85	$16,467.85	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Oregon Coast Highway-Naterlin Drive (Newport) Section					
	Lincoln County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All Required			$ 4,362.67	
	Total Preliminary Engineering Cost				$ 4,362.67	
	Construction					
	Type Code 6201					
	Roadway (Sta. 193+67 to Sta. 198+50)(Contr. 7888)					
	Final Contract Payment Summary	Lump Sum			$19,516.84	
	Total Construction Cost				$19,516.84	
	Construction Engineering					
	State	All Required			$ 1,951.68	
	Miscellaneous Project Costs	All Required			41.32	
	Total Participating Cost				$25,872.51	
	Nonparticipating Items					
	Preliminary Engineering	All Required			$ 125.20	
	Construction Engineering	All Required			3,832.37	
	Interest paid to contractor	All Required			1.29	
	Total Nonparticipating Cost				$ 3,958.86	
	Total Cost				$29,831.37	

AMOUNT CARRIED FORWARD.....

GPO 914-021

Pa

		021	0602	921	00 P 1				23.78
		021	0602	921	00 P 1				103.72
				TOT	00				127.50
				TOT	P1				15,[illegible]0.47
				TOT	N1				592.09
				** JOB TOTALS **		**		**	16,052.44 **

WATERLIN DR-NEWPORT CONT NO 7888 X FA PROJ NOS T 521003 100 ST

		021	0603	201	00 P 1				12,516.81
		021	0603	206	00 N 1				1.29
		021	0603	216	00 N 9		22.15		21,367.85CR
		021	0603	298	00 N 9		22.15CR		16,467.85
		021	0603	299	00 N 9				4,900.00
		021	0603	900	00 P 1		51.47CR		1,951.68
		021	0603	900	00 N 1		51.47		3,872.37
		021	0603	901	00 P 1				1,949.46
		021	0603	905	00 P 1				847.47
		021	0603	910	00 P 1				70.32
		021	0603	912	00 P 1				24.03
		021	0603	914	00 P 1				410.02
		021	0603	921	00 P 1				614.69
		021	0603	980	00 P 1				446.62

L TO DATE JOB COST SUMMARY APRIL 1975 PAGE 25

RIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE		GRAND TOTAL TO DATE	
	021	0603	980	00 N 1				125.20	
	021	0603	985	00 P 1				41.32	
			TOT	P1		51.47CR		25,872.51	
			TOT	N1		51.47		3,958.86	
			** JOB TOTALS **		**		**	29,831.37	**

LM ST-13TH ST (QUEEN AVE)ALB CONT NO FA PROJ NOS T 501001 100 STA

		022	0601	296	00 N 9				7,626.00CR
		022	0601	298	00 N 9				

(MEMORANDUM)

Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S, MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

O. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-4)

VOUCHER NO.

APPROPRIATION

11-18-73

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building
Salem, OR 97310

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

I-5021(3)

VOUCHER PERIOD: FROM 10-29-71 TO 11-8-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$29,831.37	$25,872.51	63.65%	$16,467.85	$16,467.85	$0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Oregon Coast Highway-Naterlin Drive (Newport) Section					
	Lincoln County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All Required			$ 4,362.67	
	Total Preliminary Engineering Cost				$ 4,362.67	
	Construction					
	Type Code 6201					
	Roadway (Sta. 193+67 to Sta. 198+50)(Contr. 7888)					
	Final Contract Payment Summary	Lump Sum			$19,516.84	
	Total Construction Cost				$19,516.84	
	Construction Engineering					
	State	All Required			$ 1,951.68	
	Miscellaneous Project Costs	All Required			41.32	
	Total Participating Cost				$25,872.51	
	Nonparticipating Items					
	Preliminary Engineering	All Required			$ 125.20	
	Construction Engineering	All Required			3,832.37	
	Interest paid to contractor	All Required			1.29	
	Total Nonparticipating Cost				$ 3,958.86	
	Total Cost				$29,831.37	

AMOUNT CARRIED FORWARD..

Summary of Completed Federal Aid Work

Pacific Coast Highway-Naterlin Dr. (Newport)Section

T-5021(3)

Description	Type Code	Roadway Width	Total Cost	F.A. Funds	Total Length
Preliminary Engineering	P.E.	N.A.	$ 4,487.87	$ 2,776.84	---
Roadway (Sta. 193+67 to Sta. 198+50)	6201	32.ft	25,343.50	13,691.01	0.091 Miles
		Total	$29,831.37	$16,467.85	0.091 Miles

STATE COPY

7888 11-7-73

OSHD (Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Lincoln	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
11/7/73	P. V. Riedl, Area Engineer		T-5021(3)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
6/21/73	7/20/73	72 %	45

APPROVED EXTENSIONS	LOCATION
None	Naterlin Drive-City Street in Newport, Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.
There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OREGON COAST HIGHWAY - NATERLIN DRIVE
(NEWPORT) SECTION-CITY STREET
Grading and Paving

NOV 08 1973
REGIONAL OFFICE

The project is located in Newport, Oregon on Naterlin Drive, city street section.

The work consisted of roadway grading, aggregate base, concrete curbs and asphalt concrete pavement.

The project was completed on June 21, 1973 using 32 of the 45 calendar days to complete the project.

The final contract amount was $18,649.54 which is an underrun of approximately 3.6%. The statement of overruns and underruns and a copy of the material certificate is attached to the Division office copy of this report.

RECEIVED
STATE HWY ENGR
NOV 9 '73
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

11-9-73
cy Const.
of Young

NOTED
H.S.COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original signed by P. V. RIEDL P. V. Riedl		SIGNATURE Original signed by G. K. Hosmer G. K. Hosmer	
TITLE Area Engineer	DATE 11/7/73	TITLE District Engineer	DATE NOV 08 1973

Form PR 33-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7888

October 26, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. T-5021(3)

SUBJECT Request Federal-aid Project Acceptance

Contract 7888 Work Completed June 21, 1973

Project Oregon Coast Hwy.-Naterlin Dr. (Newport)

Highway City Street

County Lincoln

Acceptance: Transportation Commission June 22, 1973

Federal Highway Administration July 20, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

[redacted]:dg

cc F. R. Griffin

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-68)
SP-52423-724

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
CITY OF NEWPORT
CITY HALL
NEWPORT, OREGON 97365
Attention of Mr. Donald A. Davis
Manager

Request No. (assigned by staff engineer or head of division) cc 1373

Date October 5, 1973

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

☐ ENGR. ☑ ASST. ☐ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Itemized Statement:

ADVANCE DEPOSIT $5,400

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for TOPICS Project T-5021(3), Oregon Coast Hwy-Naterlin Drive Sect.		
		CLR-DT File #502103		
		Covered by agreement dated 5/19/72		4,900
		TO BE RETAINED		$ 500

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 5,400

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
21-0603-299

Submitted by: RB
Richard Bladorn, County/City Sect.

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

7888 — — S

August 1, 1973

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On July 25, 1973, we wrote to you concerning release of final payment on Contract No. 7888 awarded to Reed & Driveway Company for work on the Oregon Coast Highway-Waterlin Drive Section in the City of Newport in Lincoln County.

Final payment on this contract is $967.46 and the total contract amount is $10,516.84 including $167.15 for work performed under force account.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

bs

cc Reed & Driveway Company
P. O. Box 128
Newport, Oregon 97365

bc C. T. Keeney
Walt Hart
V. E. Skeen
Attn: Dick Hauck
C. O. Fredrickson

7888

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

Mr. Donald A. Davis
City Manager
City Hall
Newport, Oregon 97365

July 16, 1973

Dear Don:

The following is in response to your inquiry as to the status of TOPICS funds for Newport:

	Estimated Cost
Project T-5021(1) Areawide TOPICS Plan	$ 3,000
Project T-5021(2) Ore. Coast Hwy. @ Olive St.	16,000
Project T-5021 (3) Ore. Coast Hwy.-Naterlin Dr.	29,000
TOTAL	$48,000

#7888

Total TOPICS funds available to Newport amount to approximately $48,000, so as of now your account balance is zero.

Congress has not acted on a new highway bill as yet, with no indication as to when they will. However, from what little information we have received, it appears that the TOPICS program will be discontinued. Therefore, the chances of any more TOPICS money being made available to Newport are very slim if not nil.

Your Areawide TOPICS Plan has been sent to the printers and should be available to you around the first of August.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard H. Bladorn
Urban Program Engineer

RHB:lat
bc: R. L. Schroeder
L. H. Young
L. E. George
C. O. Fredrickson

RECEIVED
JUL 18 1973
Office of Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

7888 — STATE COPY

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~A. L. Simpson, District Engineer~~
Federal Highway Administration

DATE June 28, 1973

Federal-aid Project No. T-5021(3)

FROM L. H. Young
Office Engineer

SUBJECT Request Contract Acceptance

Contract 7888, Work Completed June 21, 1973

Project Oregon Coast Hwy - Naterlin Dr. (Newport)

Highway City Street

County Lincoln

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date June 22, 1973

Conditions not acceptable: None

G. L. Green
Division Engineer

cc: F. B. Klaboe
L. H. Young

RECEIVED
STATE HWY ENGR
JUL 3 '73
REFER TO Coulter
FOR
Info | Issues | Rpt | Dir | Corr | Ck | File

Orig. - 7-3-73

7-3-73 Copy NOTED H.S. COULTER

7888

OFFICE OF THE CITY MANAGER

CITY OF NEWPORT
810 S.W. ALDER STREET
NEWPORT, OREGON, 97365
(503) 265-5331

June 25, 1973

Mr. H.H. Patterson
Resident Construction Engineer
253 NE 1st Street
Newport, Oregon 97365

Dear Mr. Patterson:

The City of Newport will accept as being satisfactorily completed, Natterlin Drive, Contract No. 7888.

The City will place top-soil on the areas to be landscaped this summer and plant ground cover type shrubs, using Mr. Warren Ferris, a local nursery man, in October which is the earliest that he recommends you plant shrubs in this area.

He has supplied and planted all the shrubs that the City has used to landscape the islands north of the bridge, as you enter Newport from the south, which are maintained by the City.

Sincerely,

Donald A. Davis

Donald A. Davis
City Manager

DD/mk
cc: Construction
Programming
City/County
Secretary

RECEIVED
JUN 25 1973
OFFICE
RESIDENT ENGINEER
NEWPORT, OREGON

NOTED
C. W. HEAD

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

T

Project Name Ore. Coast Hwy. - Naterlin Dr. Section Contract No. 7888

Highway City Street Prefix No. 21-0603

County Lincoln F.A. No. T-5021(3)

Final inspection made on 22 June 73 By T. W. Litchfield

in company with P. V. Riedl of FHWA; City Mgr. Donald A. Davis; O. B. Jackmond; J. W. Valentine; Robert Wienert, President of Road & Driveway Co.; and H. H. Patterson

CHECK LIST

Date		Date	
6-22-73	Construction signs removed	6-1-73	Opened to traffic
Was None	Salem Office notified to rescind construction speed zone	With semi-final est.	Regional Materials Certification submitted
6-22-73	Contractor removed equipment from project		
6-21-73	Roadside cleanup completed		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Paving work is excellent, but curb work is mediocre. Requested contractor to repair scuff mark in one curb and clean up trimmings left from clearing operation. City will place topsoil over blow sand at a future date.

RECEIVED
COUNTY & CITY SECTION
JUL 3 - 1973
ENGR. COOR. DE RE UC
UPE CE RE RPE

All contract work on this project has been completed and recommendation is made for acceptance on July 2, 1973. The semi-final estimate was submitted on June 25, 1973.

cc: Const. Engineer - C. T. Keasey
Bridge Engineer - W. Hart
Maint. Engineer - R.N. Bothman
Co.-City Eng. - H. S. Cox
Reg. Engineer - C. O. Fredrickson
Res. Engineer - H. H. Patterson
Dist.Engineer - Howard Johnson
State Parks Supt- Dave Talbot
Reg. Parks Supt.- Cliff Lenz

Copies sent to all named

T. W. Litchfield — Reg. Operations Engr.
(Signed) (Title)

7888

STATE COPY

cc: OSHD (H S Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cat

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

6-22-73

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Lincoln	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
6-22-73	F. V. Riedl, Area Engineer 7888	I-5021(3)

IN COMPANY WITH
*See below

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	72 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT

JUN 27 1973

REGIONAL OFFICE

OREGON COAST HIGHWAY - NATHLIN DRIVE (NEWPORT) SECTION-CITY STREET Grading and Paving

This is a final inspection on the subject project. The project was inspected by:

Ted Litchfield, Region 2 Constr Engr
Bryant Jackmond, Field Constr Engr
Jim Valentine, Region 2 Utility Engr
Pat Patterson, Resident Engineer
Dave David, Newport City Manager

JUN 29 1972

Washington

The project was satisfactorily completed on June 21, 1973, using 32 of the 45 calendar days set up for the project.

The materials incorporated into the project are in substantial conformance with the specifications.

An order for extra work for flagging for $150 has been approved.

A price agreement for adding 3B-1 Asphalt to the sand subgrade has been approved for an estimated cost of $660.

The final report will be submitted upon receipt of the necessary supporting documents.

6-29-73 cy Constr Young

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JUN 28 '73
REFER TO
FOR
Info | Issues | R/D | D/R | Sign | Act | File

FORM FR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

7888

5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Oregon Coast Highway–Naterlin Dr.(Newport)		WEEK ENDING: 16 Jun 73
		SECTION PREFIX: 21-0603
HIGHWAY: City Street		COUNTY: Lincoln
NAME OF JOB: Naterlin Drive	KIND OF WORK: Grading & Paving	
CONTRACTOR: Road & Driveway Co.	CONTRACT NUMBER: 7888	FEDERAL AID PROJECT NUMBER: T-5021(3)
DATE OF CONTRACT: 30 Apr 73	DATE WORK STARTED: 10 May 73	ESTIMATED COMPLETION DATE: 19 Jun 73
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS (work): 45	WORK DAYS USED / CALENDAR DAYS USED (work): 26½
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 59
PROJECT AUTHORIZATION: $ 22,427.12	ENGINEERING AUTHORIZATION: $ 1,958.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 96
EXCLUSIVE OF ENGINEERING: $ 20,468.22	ENGINEERING COST TO DATE: $ 4,421.	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 20,269.65		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1 %	PERCENT OF AUTHORIZATION 226 %	

Expected overrun, including Eng'r. = 11%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	~~SURFACE~~ PAVE.	MAT'L. PROD.		
98			100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	~~CURBS~~	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,560	620		1,050	400
TOTAL QUANTITIES CORRECTED TO DATE	1,560	512		1,083	384
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,312	512		1,043	384
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY		1			1
HOURS PER SHIFT		8			8

EQUIPMENT USED DURING THE WEEK:

2 rollers, 3 10-yd trucks, 1 5-yd truck, paver, blade & loader.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	1		
MONDAY	Ptly Cloudy	1		
TUESDAY	Sctd Clouds	1		
WEDNESDAY	Sctd Clouds	1		
THURSDAY	Rain	1		
FRIDAY	Ptly Cloudy	1		
SATURDAY		1		

JUL 16 1973
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

10 Jun 73 SUNDAY	
11 MONDAY	Poured remaining concrete curbs.
12 TUESDAY	Removed forms from curbs. Graded fill material in islands and south of "B" line.
13 WEDNESDAY	Hauled & placed approximately 108 ton of base aggregate.
14 THURSDAY	Hauled 3 loads of rock. Placing of AC mix was rained out.
15 FRIDAY	Hauled & placed about 384 ton of Class "C" AC (all required).
16 SATURDAY	

REMARKS

Contractor plans on doing any remaining work & clean-up on Tuesday, 19 Jun.

SIGNED H. H. Patterson LOCATION Newport, OR. 97365
by: Irene Mason

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F218

7888

FORM PR-33A (REV. 3-68)

OSHD (Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

5-23-73

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth ch

Region No.	Report No.	County	Division
10	1	Lincoln	Oregon

Date of Inspection	Inspection Made By	Project No.
5/23/73	P. V. Riedl, Area Engineer	T-5021(3)

In Company With
C. Fredrickson, Reg Engr; Pat Patterson, Res Engr; Howard Johnson, Dist Engr

Location
Naterlin Drive - City street section in Newport, Oregon

Contractor Name and Address
Road & Driveway Co., Box 128, Newport, Oregon 97365

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
4/30/73	$19,337.00	45 Cal Days	5/18/73	5/10/73

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	15 %	45

Roadbed (Width) Variable to 32' *(Feet O. to O. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Grading and Paving	6201	0.091	6 1/2"	6 1/2"	Variable 20' to 32'

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

OREGON COAST HIGHWAY-NATERLIN DRIVE
(NEWPORT) SECTION - CITY STREET
Grading & Paving

The project is located in Newport, Oregon on Naterlin Drive, city street section.

The work consists of roadbed grading, aggregate base, concrete curbs and asphalt concrete pavement.

1. Completed Work

Clearing and Grubbing	98% Complete
Grading	85%

2. Work in Progress

Due to adverse weather conditions no work was in progress.

6-8-73 Coulter 1 yr

NOTED
H.S. COULTER

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

3. Comments

A preconstruction conference was held at the project office in Newport May 8, 1973. Details of this meeting are on file in the Division office.

The contractor's original plan is to have the project completed within 3 weeks. Weather conditions may delay this schedule.

Utility poles have been relocated.

A price agreement has been proposed to place SS-1 with water to stabilize the blow sand in the subgrade for an estimate of $600.

5

OREGON STATE HIGHWAY DIVISION

7888

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 17, 1973

Road & Driveway Company
P. O. Box 128
Newport, Oregon 97365

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7888 for work on the Oregon Coast Highway-Naterlin Drive Section in the City of Newport in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
C. O. Fredrickson
H. H. Patterson

7888

STATE COPY

5

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
5-59		
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 5-14-73	COUNTY Lincoln
		PROJECT NO. T-5021(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101 at N. End Yaquina Bay Bridge (Newport)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING — Field Work P.S. & E.	10-29-71 3-19-73	0.09
RIGHTS-OF-WAY		
CONSTRUCTION	4-4-73	0.09
OTHER *(Specify)*		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 25,945	$ 16,490

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. S. Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen L. Green (Division Engineer)

Date executed by Division Engineer MAY 14 1973

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City Agreement approved by Highway Commission on 5-19-72.
(Date)

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

Oregon State Highway Division

Federal Aid Project
No. T-5021(3)

OREGON COAST HIGHWAY-NATERLIN DRIVE (NEWPORT) SECTION

NEWPORT CITY STREET - LINCOLN COUNTY

Salem, Oregon, May 7, 1973

Project agreement estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 4,400.00

Type Code 6201
Roadway (Sta. 193+67.49 to Sta. 198+50)

Temporary Protection and Direction of Traffic	All Required		1,500.00
Clearing and Grubbing	All Required		800.00
Removal of Structures and Obstructions	All Required		750.00
General Excavation	1,560 cu.yd.	$ 3.00	4,680.00
Obliteration of Roadway	600 sq.yd.	0.75	450.00
1"-0 Aggregate Base	620 ton	4.85	3,007.00
Class C Asphalt Concrete	400 ton	12.50	5,000.00
Concrete Curbs	1,050 lin.ft.	3.00	3,150.00
			$19,337.00

Add Items

Flagging (60% of Contractors Cost)	All Required		$ 150.00
Temporary Erosion Control	All Required		100.00
			$ 250.00
		Subtotal	$19,587.00
		10% Engr. & Cont.	1,958.00
		Total	$21,545.00

Length of Project - - - - - - - - - - - - - - - - 0.091 miles
Cost of Roadway Per Mile - - - - - - - - - - - - $236,758.24

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 4,400.00	$ 2,796.00	$ 802.00	$ 802.00
Roadway	21,545.00	13,694.00	3,925.50	3,925.00
Total	$25,945.00	$ 16,490.00	$ 4,727.50	$ 4,727.50

Group 1 - 100%
Contract No. 7888
Prefix: 21-0603

STATE COPY

Oregon State Highway Division

Federal Aid Project
No. T-5021(3)

OREGON COAST HIGHWAY-NATERLIN DRIVE (NEWPORT) SECTION

NEWPORT CITY STREET - LINCOLN COUNTY

Salem, Oregon, May 7, 1973

Project agreement estimate.

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Temporary Protection and Direction of Traffic	All Required		1,500.00
Clearing and Grubbing	All Required		800.00
Removal of Structures and Obstructions	All Required		750.00
General Excavation	1,560 cu.yd.	$ 3.00	4,680.00
Obliteration of Roadway	600 sq.yd.	0.75	450.00
1"-0 Aggregate Base	620 ton	4.85	3,007.00
Class C Asphalt Concrete	400 ton	12.50	5,000.00
Concrete Curbs	1,050 lin.ft.	3.00	3,150.00
			$19,337.00

Add Items

Flagging (60% of Contractors Cost)	All Required	$ 150.00
Temporary Erosion Control	All Required	100.00
		$ 250.00
	Subtotal	$19,587.00
	10% Engr. & Cont.	1,958.00
	Total	$21,545.00

Length of Project - - - - - - - - - - - - - - - - 0.091 miles
Cost of Roadway Per Mile - - - - - - - - - - - - $236,758.24

SUMMARY OF FUNDS

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Group 1 - 100%
Contract No. 7888
Prefix: 21-0603

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 4, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of April 30, 1973 is requested in the award of contract for the Oregon Coast Hwy.-Natarlin Dr. (Newport) Section, Project No. T-5021(3).

The contractor receiving the award is Road & Driveway Co., in the amount of $19,337.00, with Contract No. 7888 assigned. This bid was received on April 26, 1973 and awarded on April 30, 1973.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

NOTED
R. N. CHASE

NOTED
R. D. ASBURRY

NOTED
L. H. YOUNG

Federal Highway Administration endorsement

Date MAY 7 1973

I concur in the award.

for G. L. Green, Division Engineer

RECEIVED
MAY 8 1973
OFFICE ENGINEERING SECTION

5

7888

May 1, 1973

Road & Driveway Company
P. O. Box 128
Newport, Oregon 97365

Gentlemen:

The State Highway Commission on April 30 accepted your proposal on the Oregon Coast Highway-Waterlin Drive Section in the City of Newport in Lincoln County for the sum of $19,337 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the City of Newport and the Federal Highway Administration is received and the City deposits $5,400.

Later that same day these conditions were satisfied and the Administrator of Highways awarded you the project, which has been assigned Contract No. 7888.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

hs

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
C. O. Fredricksen
H. H. Patterson
William Geibel (SAIF)

bc: R. L. Schroeder
L. H. Young
V. E. Skoog:

Ck. #15202 for $5,400
Rec'd 4/30/73 by

OREGON STATE HIGHWAY DIVISION

7838

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 30, 1973

1414

Mr. Donald A. Davis
City Manager
City Hall
Newport, Oregon 97365

Re: TOPICS Project EHS-T-5021(3)
Oregon Coast Hwy.-Naterlin Drive Sect.

Dear Mr. Davis:

This will acknowledge receipt of the City of Newport's check No. 15202 in the amount of $5,400, which is the correct amount required as an advance deposit for the subject project.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt

NOTED
R. L. SCHROEDER

RECEIVED
MAY 1 1973
Office of
Assistant State Highway Engineer

bc: L. B. Klaboe
R. L. Schroeder
D. G. Talbot
L. H. Young
C. O. Fredrickson

OREGON STATE HIGHWAY DIVISION

7888

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 26, 1973

7888

Mr. Donald A. Davis
City Manager
City Hall
Newport, Oregon 97365

Re: TOPICS Project T-5021(3)
Oregon Coast Highway-Naterlin
Drive Section

Dear Mr. Davis:

The State Highway Commission opened bids today for the subject project. The apparent low bid was submitted by Road and Driveway, Inc. of Newport.

The anticipated cost based on the low bid is as follows:

Contractor's bid	$19,337
Anticipated additional items:	
Flagging	150
Temporary erosion control	100
	$19,587
Engineering & Contingencies (14½%)	2,840
	$22,427
Estimated preliminary engineering to date	4,573
TOTAL estimated project cost	$27,000
CITY'S ADVANCE DEPOSIT: 20% of TOTAL	$ 5,400

NOTED
A. E. JOHNSON

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $5,400) payable to the Oregon State Highway Commission and FORWARD IT TO Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem 97310.

RECEIVED
STATE HWY ENGR
APR 26 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Very truly yours,

H. S. Cox
County and City Engineer

RICHARD BLADORN

By: Richard Bladorn
Urban Program Engineer

RB:ljt

OREGON COAST HWY.-NATERLIN DR. (NEWPORT) SECTION

CITY STREET

LINCOLN COUNTY

FAP No. T-5021(3)
0.09 Mile Grade and Pave

Bids Received April 26, 1973

1.	Temporary Protection and Direction of Traffic	All Specified			$ 3,250.00	1500
2.	Clearing and Grubbing	All Specified			1,000.00	800
3.	Removal of Structures and Obstructions	All Specified			500.00	750
4.	General Excavation	1,560 cu.yds.	2.75	3	4,290.00	4680
5.	Obliteration of Roadway	600 sq.yds.	0.75	-	450.00	450
6.	1" - 0 Aggregate Base	620 tons	4.50	4.85	2,790.00	3007
7.	Class "C" Asphalt Concrete	400 tons	14.75	12.50	5,900.00	5000
8.	Concrete Curbs	1,050 lin.ft.	1.85	3	1,942.50	3150
			For Comparison of Bids		$20,122.50	19,337

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$20,122.50	19,337
Anticipated Additional Items:			
Flagging (State Share)	$150.00		
Temporary Erosion Control	100.00		
		250.00	250
		$20,372.50	19 587
Contingencies (4-1/2%)		916.76	2840
Engineering (10%)		2,037.25	
Estimated Net Authorization, Construction		$23,326.51	22,427
Est. PE. to date			4573
			27,000

City A.D. Dep. #5400

4-26-73
Phoned Don Davis with above info.
D

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

PROJECT NUMBER
#7

PROPOSAL NO. 7

LOCATION
LINCOLN COUNTY
OREGON COAST HWY. - NATERLIN DR. (NEWPORT) SECTION
CITY OF NEWPORT

OREGON STATE HIGHWAY DEPARTMENT
OWNER

APRIL 26, 1973
DATE OF BID OPENING

20,122.50

BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $

(3) LOW BIDDERS

Road & Dwy Co Newport	BELLONI Exc. Inc. Newport	Ferry Cr. Rk Brookings
NO.	NO.	NO.

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Traffic Temporary Protection & Direction of	1	1500	1000	1352
	L.S.	Clearing & Grubbing	2	800	1000	11,683
	L.S.	Removal of Structures & Obstructions	3	750	1000	2112
1,560	C.Y.	General Exc.	4	3	2.50	3.90
600	S.Y.	Obliteration of Roadway	5	0.75	2	2.20
620	Tons	1" - 0 Aggregate Base	6	4.85	4	7.80
400	Tons	Cl. "C" Asphalt Concrete	7	12.50	14	19.50
1,050	L.F.	Concrete Curbs	8	3	3.20	2.90
				19,337	19,695	38,652

S-403 R14 9/72

BOND WITH SAFECO

PRINTED IN U.S.A.

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

PROJECT NUMBER

#7 PROPOSAL NO. 7

LOCATION

LINCOLN COUNTY

OREGON COAST HWY. - NATERLIN DR. (NEWPORT) SECTION
CITY OF NEWPORT

OREGON STATE HIGHWAY DEPARTMENT
OWNER

APRIL 26, 1973 20,122.50
DATE OF BID OPENING

BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $

(3) LOW BIDDERS

Road & Drive 4	Bellon's Exc.	Fanny Cr. Conc.
Newport	Newport	Brook
NO.	NO.	NO.

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Traffic Temporary Protection & Direction of	1	1,500	1,000	1,352
	L.S.	Clearing & Grubbing	2	800	1,000	11,683
	L.S.	Removal of Structures & Obstructions	3	750	1,000	2,100 12
1,560	C.Y.	General Exc.	4	3	2 50	3 90
600	S.Y.	Obliteration of Roadway	5	0 75	2 00	2 90
620	Tons	1" - 0 Aggregate Base	6	4 85	4	7 80
400	Tons	Cl. "C" Asphalt Concrete	7	12 50	14	19 50
1,050	L.F.	Concrete Curbs	8	3	3 30	2 90
				19,337	19,645	38,652

U. S. DEPARTMENT OF TRANSPORTA... - FEDERAL HIGHWAY ADMINISTRATION

4-11-73

7888 LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
T-5021(3)

STATE PROJECT NO.
OREGON COAST HIGHWAY - NATERLIN DRIVE SECTION

FROM:
VERNON V. CUSACK
ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
LINCOLN

ITEM NO.
T-59

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED STATE HWY ENGR
APR 12 '73
REFER TO
FOR
File
Info

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
APRIL 4, 1973	APRIL 4, 1973	PRIMARY TYPE 11
		STATE ROUTE NUMBER: CITY STREETS

GENERAL LOCATION:
NEWPORT, OREGON

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $150.00 AND TEMPORARY EROSION CONTROL IN AMOUNT OF $100.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [X] OTHER (Specify)
  CONTRACTOR'S FLAGGING $150.00
  TEMPORARY EROSION CONTROL $100.00

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. YOUNG'S APRIL 2, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTED
E. S. HUNTER

NOTED
A. E. JOHNSON

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-11-73	Vernon V. Cusack	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Oregon State Highway Division

Federal-aid Project
No. T-5021(3)

OREGON COAST HWY.-NATERLIN DRIVE (NEWPORT) SECTION

NEWPORT CITY STREET - LINCOLN COUNTY

Salem, Oregon, April 4, 1973

P. S. E. Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 1,500.00

Type Code 6201
Roadway (Sta. 193+67.49 to Sta. 198+50)

Temporary Protection and Direction of Traffic	All Required		$ 3,250.00
Clearing and Grubbing	All Required		1,000.00
Removal of Structures and Obstructions	All Required		500.00
General Excavation	1,560 cu.yd.	2.75	4,290.00
Obliteration of Roadway	600 sq.yd.	0.75	450.00
1"-0 Aggregate Base	620 sq.yd.	4.50	2,790.00
Class "C" Asphalt Concrete	400 ton	14.75	5,900.00
Concrete Cutbs	1,050 lin.ft.	1.85	1,942.50
			$20,122.50
Flagging (60% Of Contractor's Cost)	All Required		$ 150.00
Temporary Erosion Control	All Required		100.00
			$ 250.00
		Subtotal	$20,372.50
		10% Engr. & Cont.	2,036.50
		Total	$22,408.00

Length of Project - - - - - 0.091 mile
Cost of Roadway Per Mile - $246,252.75

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 1,500.00	$ 952.00	$ 274.00	$ 274.00
Roadway	22,409.00	14,243.00	4,083.00	4,083.00
Total	$23,909.00	$15,195.00	$4,357.00	$4,357.00

Group 1 - 100%
Contract No.
Prefix

Oregon State Highway Division

Federal Aid Project
No. T-5021(3)

OREGON COAST HWY.-NATERLIN DRIVE (NEWPORT) SECTION

NEWPORT CITY STREET-LINCOLN COUNTY

Salem, Oregon, March 23, 1973

PS & E Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 1,500.00

Type Code 6201
Roadway (Sta. 193+67.49 to Sta. 198+50)

Temporary Protection and Direction of Traffic	All Required		$ 3,250.00
Clearing and Grubbing	All Required		1,000.00
Removal of Structures and Obstructions	All Required		500.00
General Excavation	1,560 cu.yd.	2.75	4,290.00
Obliteration of Roadway	600 sq.yd.	0.75	450.00
1"-0 Aggregate Base	620 sq.yd.	4.50	2,790.00
Class "C" Asphalt Concrete	400 tons	12.00	4,800.00
Asphalt Cement 1 Mixture	25 tons	45.00	1,125.00
Concrete Curbs	1,050 lin.ft.	1.85	1,942.50
			$ 20,147.50

Flagging (60% of Contractor's Cost)	All Required	$ 150.00
Temporary Erosion Control	All Required	100.00
		$ 250.00
	Subtotal	$ 20,397.50
	10% Engr. & Cont.	$ 2,039.50
	Total	$ 22,437.00

Length of Project - - - 0.091 mile
Cost of Roadway Per Mile - - - $246,570.44

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 1,500.00	$ 952.00	$ 274.00	$ 274.00
Roadway	22,437.00	14,261.00	4,088.00	4,088.00
Total	$23,937.00	$15,213.00	$4,362.00	$4,362.00

Group 1 - 100%
Contract No.
Prefix

5

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7888

TO : G. M. BALDWIN, ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE: MARCH 15, 1973

In reply refer to:
10-35-EC

FROM : for C R Burghardt
VERNON V. CUSACK, ACTING DIVISION ENGINEER
SALEM, OREGON

SUBJECT:
FHWA-OR-EIS-72-02 F
NATERLIN DRIVE @ OREGON COAST HIGHWAY
(NEWPORT SECTION) LINCOLN COUNTY
TOPICS PROJECT T-5021(3)

SECTION 4(F) APPROVAL FOR THE SUBJECT PROJECT WAS GIVEN FEBRUARY 5, 1973 AND THE FINAL ENVIRONMENTAL STATEMENT WAS ACCEPTED BY THE OFFICE OF THE SECRETARY OF TRANSPORTATION, AND CEQ FURNISHED COPIES, ON FEBRUARY 14, 1973.

ATTACHED IS A COPY OF THE SECTION 4(F) APPROVAL AND A COPY OF THE SIGNED TITLE SHEET OF THE FINAL EIS.

PLEASE MAKE COPIES OF THIS FINAL STATEMENT AVAILABLE AS REQUIRED BY PPM 90-1.

THE PROJECT CAN BE ADVANCED IN THE NORMAL MANNER ON MARCH 19, 1973.

ENCLOSURES

Original to file
Copies to Byers
3-19-73

RECEIVED
MAR 16 1973
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
MAR 16 73
REFER TO
Schroeder
FOR
Info | Urmss | R/W | DIR | Sign | Act | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

FHWA-OR-EIS-72-02-F

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Prepared by

Oregon State Highway Division

FINAL ENVIRONMENTAL STATEMENT
and SECTION 4(f) DETERMINATION

ADMINISTRATIVE ACTION

for

OREGON COAST HWY.-WATERLINE DR. SECTION (NEWPORT)

NATERLIN DRIVE

LINCOLN COUNTY, OREGON

[TOPICS PROJECT T-5021(3)]

RECEIVED
NOV 8 1972
REGION 10

The work contemplated in this proposal is a revision to part of the access road leading to the main entrance to Yaquina Bay State Park and to the water-front street system of Newport.

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C)
PUBLIC LAW 91-190
and
SECTION 4(f)
PUBLIC LAW 89-670

10/16/72
Date

A. F. Loucks
Assistant State Highway Engineer

APPROVED AND ADOPTED BY THE FHWA

11/8/72
Date

for W. E. Lybecker
L. E. Lybecker
FHWA Regional Administrator

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: FEB 22 1973

In reply refer to: HEV-10

SUBJECT: Oregon - Project T-5021(3), Lincoln County
Final Environmental Impact Statement and
Section 1653(f) Determination, FHWA-OR-EIS-72-02-F

FROM : Associate Administrator for
Right-of-Way and Environment
Washington, D.C.

TO : Mr. L. E. Lybecker
10-00 Regional Federal Highway Administrator
Portland, Oregon

Secretary Brinegar approved the above project on February 5, 1973, under provisions of Section 1653(f) of 49 U.S.C.

By copy of our February 14, 1973, memorandum to the Council on Environmental Quality, you were advised that the environmental impact statement was acceptable pursuant to Section 4332(2)(C) of 42 U.S.C. The project may be advanced in a normal manner when the public availability period expires March 19, 1973.

Joseph M. O'Connor

Attachment:
Secretary's Approval

#18265

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TO : Honorable John A. Volpe
S-1 Secretary of Transportation

DATE: DEC 14 1972

In reply refer to: HEV-10

FROM : R. R. Marshall
Acting Federal Highway Administrator

SUBJECT: ACTION: Oregon - Project T-5021(3), Lincoln County
Final Environmental Impact Statement and Section 1653(f)
Determination, FHWA-OR-EIS-72-02-F

Attached are three copies of the final environmental impact statement and the Section 1653(f) determination for the above project, pursuant to Section 4332(2)(C) of 42 U.S.C. and Section 1653(f) of 49 U.S.C. The draft of the combined submittal was sent to the Assistant Secretary for Environment and Urban Systems on February 11, 1972.

This TOPICS project will improve the geometrics of an exiting ramp of an interchange which provides access to Yaquina Bay State Park. The existing facility was constructed in 1936. The northbound off ramp has an extremely sharp curve with a deceleration lane of less than 150 feet. The purpose of this project is to provide a safer move for vehicles exiting U.S. Route 101 and entering the park.

The work is in a corner of the park at the existing interchange and away from recreational areas.

The do-nothing alternate would leave an unsafe condition. Any improvement to the interchange would involve the park.

As the portion of existing pavement no longer needed will be removed and the area seeded and landscaped, the land diverted to roadway purposes will be negligible. There seems to be no detrimental effects of this project other than temporary disturbances of the construction activities.

The draft statement was reviewed by the Department of the Interior, the Department of Agriculture, and the Department of Housing and Urban Development. Of these, only the Department of the Interior offered comments. It indicated concurrence with the project.

-more-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

S-1 Honorable John A. Volpe
Secretary of Transportation

Date:

ACTION: Oregon - Project T-5021(3), Lincoln County
Final Environmental Impact Statement and Section 1653(f)
Determination, FHWA-OR-EIS-72-02-F

Therefore, it is our determination that (1) there is no feasible and prudent alternative to the use of such land, and (2) the highway proposal includes all possible planning to minimize harm resulting from such use.

We would appreciate your concurrence in our proposal to use land from Yaquina Bay State Park. For the convenience of your staff, we have included on this memorandum the necessary concurrence blocks.

Attachments

Date 2/5/73 Concur _____
Secretary of Transportation

Date 2-5-73 Concur _____
Under Secretary of Transportation

Date 1-24-73 Concur _____
Assistant Secretary for Environment and Urban Systems

Date 2/1/73 Concur _____
General Counsel

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

FEDERAL AID PROJECT NO. I-5021(3)

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-15-73

STATE PROJECT NO. NATERLIN DRIVE AT OREGON COAST HIGHWAY

FROM: VERNON V. CUSACK
ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. T-59

COUNTY NAME: LINCOLN

PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	MARCH 19, 1973	PRIMARY TYPE II
		STATE ROUTE NUMBER: CITY STREETS

GENERAL LOCATION:

NEWPORT, OREGON

GENERAL DESCRIPTION OF WORK:
LOCATION/DESIGN APPROVAL IN ACCORDANCE WITH PARAGRAPH 10 OF PPM 20-8 IS GIVEN EFFECTIVE MARCH 19, 1973 AND YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO PREPARE PS&E DOCUMENTS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [X] PREPARATION
- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

THIS APPROVAL IS BASED ON THE INFORMATION FURNISHED WITH MR. YOUNG'S JANUARY 19, 1973 LETTER, SECTION 4(F) APPROVAL OF FEBRUARY 5, 1973 AND THE FEBRUARY 14, 1973 APPROVAL OF THE FINAL EIS.

NOTED
R. D. ASBURRY

RECEIVED STATE HWY ENGR
MAR 16 73
REFER TO
FOR Young
Info
Inves
R/D
D/R
Sign
Act
File

NOTED
R. W. CHASE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-15-73	C R Bumgardt for	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Wolfe - Hall - Cox 3-19-73

7888

MEMO TO FILES
March 6, 1973

Re: TOPICS Project T-5021(3)
City of Newport

It has been brought to our attention that the street names used on this project for the past 1½ years are in error. Therefore, the project name is changed as follows:

No e

Naterlin Drive @ Oregon Coast Hwy.
(Newport) Section

Please make necessary changes to conform to the above.

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

3-7-73
Change to:

RB:ljt

cc: A. E. Johnson
L. L. Schroeder
D. R. Byard
F. L. Hall
L. H. Young
C. O. Frederickson
P. V. Riedl, FHWA

OREGON COAST Hwy - NATERLIN DR (NEWPORT) SECTION

Ben Gifford

NOTED
R. L. SCHROEDER

RECEIVED
MAR 8 1973
Office of
Assistant State Highway Engineer

☑ ENGR. ☑ ASST. ☐ OE ☐ AE ☑ UE
☑ PE ☐ CE ☐ RPE ☐

FORM E-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 1, 1973

TO Frank E. Terpin, Final Design Engineer

FROM ORIGINAL SIGNED BY GERALD WIMER
Gerald W. Wimer, REGIONAL CONSTRUCTION ENGINEER

SUBJECT Naterline Drive Section
Newport TOPICS Project

Resident Engineer, H. H. Patterson, has reviewed the preliminary plans for the Naterline Drive Section. This was in accordance with your February 9th letter.

His only recommendation is to correct the title to Naterline Drive. In his checking with the City Manager and City Engineer, no listing for Waterline Drive could be found in the city directory. Old mapping is blurred in the vicinity of the proposed project which apparently led to the reading of Waterline Drive instead of Naterline Drive.

This would also indicate that our small scale city maps are in error and should also be corrected. Mr. Patterson's February 21st report is attached.

GWW/sr

cc: H. S. Cox
H. H. Patterson

RECEIVED
COUNTY & CITY SECTION
MAR 5 - 1973
ENGR. ☑ EGOR. ☐ CE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: FEB 22 1973

SUBJECT: Oregon - Project T-5021(3), Lincoln County
Final Environmental Impact Statement and
Section 1653(f) Determination, FHWA-OR-EIS-72-02-F

In reply refer to: HEV-10

FROM : Associate Administrator for
Right-of-Way and Environment
Washington, D.C.

TO : Mr. L. E. Lybecker
10-00 Regional Federal Highway Administrator
Portland, Oregon

Secretary Brinegar approved the above project on February 5, 1973, under provisions of Section 1653(f) of 49 U.S.C.

By copy of our February 14, 1973, memorandum to the Council on Environmental Quality, you were advised that the environmental impact statement was acceptable pursuant to Section 4332(2)(C) of 42 U.S.C. The project may be advanced in a normal manner when the public availability period expires March 19, 1973.

Joseph M. O'Connor

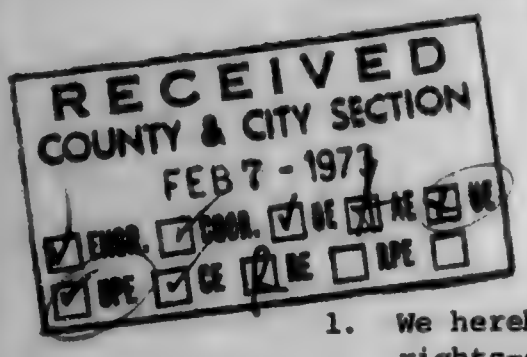
Attachment:
Secretary's Approval

T

2-5-73

OREGON STATE HIGHWAY COMMISSION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section



SUBJECT: Federal Aid Project No. T-5021(3)

Project Name Oregon Coast Hwy.-Waterline Drive Section., Naterlin Drive

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☒ Additional right-of-way will not be required for this project.

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☒ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Newport, Oregon,

this 5th day of February, 1973.

City of Newport

L. W. [illegible]
Mayor

Patricia A Plunkett
Recorder

cc: J.R.Oakes
R.N.Chase
J E.Chidsey
C.G.Swenson
C.O.Fredrickson

R/W File No. none

January 29, 1973

(date)

Mr. Donald Davis
City Manager
City Hall
Newport, Oregon 97365

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Naterlin Drive (TOPICS)

Section Oregon Coast Highway-Waterline Drive: Pave & Landscape

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

_____

_____

_____

_____

RECEIVED
COUNTY & CITY SECTION
JAN 31 1973
ENGR. ☐ COORD. ☑ JC ☐ AE ☑ NE
NPE ☑ CE ☐ RE ☑ RPE ☐

_____
(date)

By Donald A Davis

By _____
Commissioner

By _____
Commissioner

cc: Duane Ridings
(LH Young)

RECEIVED
JAN 19 1973
FOR FILING
7888

January 19, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT Location/Design Approval
Oregon Coast Hwy.-Waterline Drive Section
Project T-5021(3)

We hereby request your approval of the location/design as setforth hereinafter and also in the enclosed "Location/Design Study Report" for the proposed project on Waterlin Drive in the City of Newport, Oregon.

Location/Design:

a. The general location is the present corridor of Waterlin Drive.

b. The proposed design consists of revising the northbound off ley from US 101 to a 50' radius curve providing 180° direction change in place of the existing 15' radius curve providing 140° direction change, and also, channelizing the intersection at Waterline Drive to provide a "T" intersection. The two-way portion of the roadway will be generally a 40' pavement with curbs.

More complete location/design details are contained in the enclosed study report, which consists of the following documents:

1 copy	Study Report (County and City Section Memo dated January 10, 1973)
1 copy	TOPICS Project Request by City of Newport dated June 22, 1971.

The Highway Division has considered the enclosed study report as well as the social, economic and environmental effects and has concluded that the location/design as setforth hereinabove is suitable for the proposed project.

Public hearing and A-95 review information was furnished with our program submission for the subject project.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

We further request, concurrent with location/design approval, your authorization to proceed with the P.S. & E. phase of the preliminary engineering as programed under Project No. T-5021(3).

Enclosures

JMC:ed

cc: E. S. Hunter
F. L. Hall
H. S. Cox
R. N. Chase
D. L. Gifford

NOTICE REQUESTING HIGHWAY
LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the city of Newport and the Oregon State Highway Division have requested the Federal Highway Administration's location-design approval for grading, paving, and curbing of the Naterlin Drive-US 101 intersection at the northerly end of the Yaquina Bay Bridge, within the city of Newport, Lincoln County, Oregon.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying if interested parties desire.

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

DNH:ljt

1/15/73

NEWS-TIMES, Newport

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

January 10, 1973

To: Mr. L. H. Young
Programing Engineer

B U I L D I N G

Attn: Mr. R. N. Chase

SUBJECT: Location/Design Approval
TOPICS Project T-5021(3)
Oregon Coast Hwy. Waterline Dr. Sect.
Naterlin Drive
City of Newport

Processing for location/design approval is requested for the subject project:

STUDY REPORT

LOCATION: Naterlin Drive is located at the northerly end of the Yaquina Bay Bridge. The project extends southerly along Naterlin Drive approximately 400 feet from the Oregon Coast Highway.

DESIGN: Grade, pave and curb Naterlin Drive on new alignment to increase turn-off radius from northbound lane of highway. Obliterate abandoned portion of Naterlin Drive and landscape.

Final environmental statement and Section 4(f) determination submitted to FHWA for approval on October 26, 1972.

H. S. Cox
County and City Engineer

By Richard Bladorn

NOTED
R. D. ASBURRY

Richard Bladorn
Urban Program Engineer

RB:ljt

NOTED
L. H. YOUNG

RECEIVED
JAN 10 1973
PROGRAMING SECTION

NOTED
R. N. CHASE

FHWA-OR-EIS-72-02-F

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Prepared by

Oregon State Highway Division

FINAL ENVIRONMENTAL STATEMENT and SECTION 4(f) DETERMINATION

ADMINISTRATIVE ACTION

for

OREGON COAST HWY.-WATERLINE DR. SECTION (NEWPORT)

NATERLIN DRIVE

LINCOLN COUNTY, OREGON

[TOPICS PROJECT T-5021(3)]

RECEIVED
NOV 2 - 1972
REGION 10

The work contemplated in this proposal is a revision to part of the access road leading to the main entrance to Yaquina Bay State Park and to the water-front street system of Newport.

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C)
PUBLIC LAW 91-190
and
SECTION 4(f)
PUBLIC LAW 89-670

10/16/72
Date

Assistant State Highway Engineer

APPROVED AND ADOPTED BY THE FHWA

11/8/72
Date

for L. E. Lybecker
FHWA Regional Administrator

FHWA-OR-EIS-72-02-F

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Summary Of

FINAL ENVIRONMENTAL IMPACT STATEMENT

(Pursuant to Section 102.(2)(c), P.L. 91-190)

Prepared by
OREGON STATE HIGHWAY DIVISION
Planning Section

OREGON COAST HWY.-WATERLINE DR. SECTION (NEWPORT)

NATERLIN DRIVE

LINCOLN COUNTY, OREGON

[TOPICS PROJECT T-5021(3)]*

1. This is an administrative action by the Oregon State Highway Division in cooperation with the City of Newport under the TOPICS program.

2. The work involves reconstruction of an outmoded and dangerous turnoff from the Yaquina Bay Bridge on US 101 at the Yaquina Bay State Park entrance.

3. The effect will be in improved safety and freedom of movement on the exit road.

4. The alternative is to retain the status quo and utilize various indirect routes on city streets.

*This project is proposed in conformity with the urban Traffic Operations Program to Increase Capacity and Safety on urban arterial streets that are on the Federal-aid System.

5a. The following agencies and groups have been furnished copies of this statement:

Federal Highway Administration (18)
State of Oregon, Federal Aid Coordination Unit (8)
United States Department of Agriculture
United States Department of Housing and Urban Development
United States Department of Interior
Federal Aviation Administration
Bureau of Sport Fisheries and Wildlife
Environmental Protection Agency (5)
Corps of Engineers
National Parks Service
Bureau of Outdoor Recreation
National Oceanic and Atmospheric Administration
Region 4 Council of Governments
City of Newport
Oregon Environmental Council

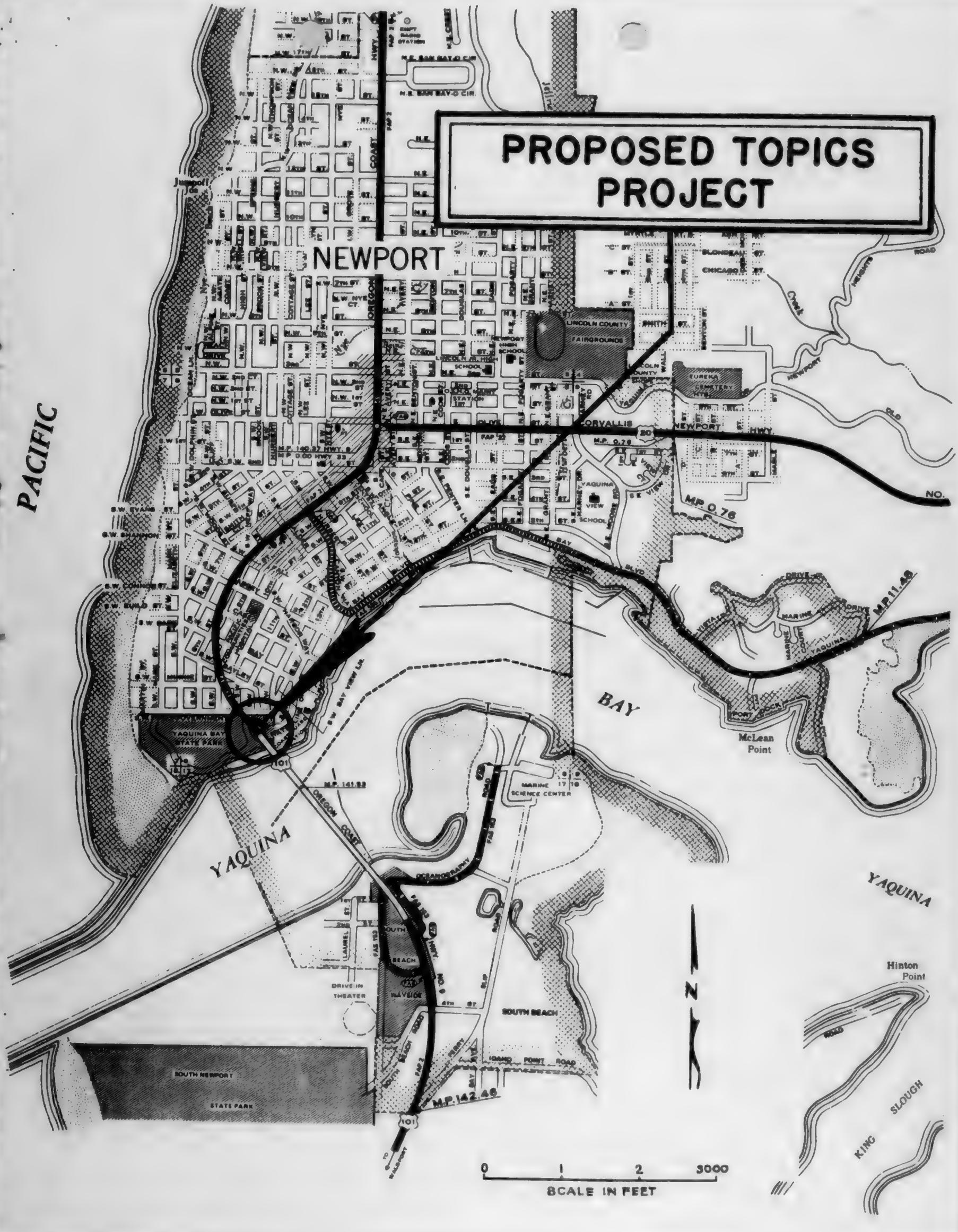
5b. The following agencies and groups have been furnished copies of this draft environmental statement*:

State of Oregon, Federal Aid Coordination Unit
United States Department of Interior, Secretary and B.L.M.
Environmental Protection Agency
Corps of Engineers
Region 4 Council of Governments

*See page 4 and Appendix "A".

6. Date statement made available to CEQ and the public:

PROPOSED TOPICS PROJECT



FHWA-OR-EIS-72-02-F

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ENVIRONMENTAL IMPACT STATEMENT

(Pursuant to Section 102.(2)(c), P.L. 91-190)

Prepared by
OREGON STATE HIGHWAY DIVISION
Planning Section

OREGON COAST HWY.-WATERLINE DR. SECTION (NEWPORT)

NATERLIN DRIVE

LINCOLN COUNTY, OREGON

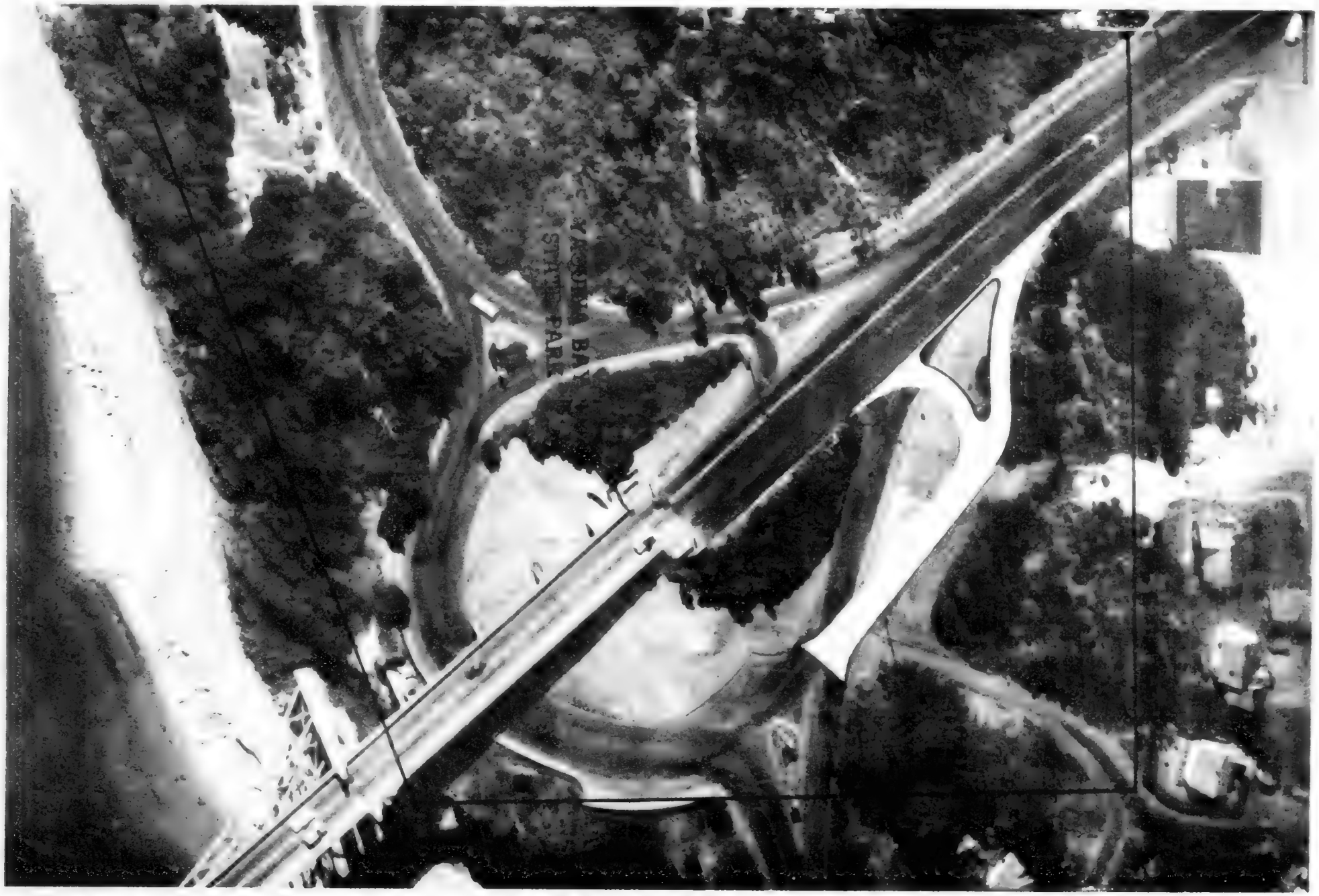
[TOPICS PROJECT T-5021(3)]

DESCRIPTION AND PURPOSE OF PROPOSAL

The work contemplated in this proposal is a revision to part of the access road leading to the main entrance to Yaquina Bay State Park and to the waterfront street system of Newport. The new roadway will be a "Y" connection about 500 feet in length, part one lane and part two lane in width.

The present connection was constructed as a return loop under the north end of the Yaquina Bay Bridge in 1936. It served a picnic area overlooking the bay. On the easterly side of US 101, S.W. Naterlin Drive was constructed to provide direct access to the bay area waterfront and the harbor and community developments upstream.

Over the intervening years several important changes have taken place in the immediate vicinity. The most significant was the development of the adjacent state park with its connections to the Oregon Coast Highway and to the loop road under the bridge on the west. Subsequent improvements along US 101, the growth of recreational usage of the bay area, and the great increase in vehicular traffic have resulted in congestion and traffic hazards on the subject section.



The purpose of the Naterlin Drive Project is to increase the radius of the turnoff from the northbound lane in order to permit free movement of the typically faster and longer vehicles that are now hampered by the extremely sharp curve (15' curb radius) of the present facility. There is less than 150 feet of deceleration space from the end of the two-lane bridge. With the posted highway speed of 45 miles per hour, safety is borderline, even for local drivers of passenger vehicles. It is even more dangerous for a person unfamiliar with the locale, and particularly so if he is towing a large vacation trailer or boat. There have been instances where vehicles of this type have been unable to negotiate the turn, the wreckage partially blocking the northbound lane of US 101. The deceleration lane will not be extended, but by opening the turnoff radius, the exit will be safer. The average daily traffic at this point is 7,300 and during the summer season volumes are often over 18,000. These figures can be compared to about 3,000 ADT in 1950 which illustrates the general trend in traffic growth and which may be expected to continue as reflected in regional forecasts.

Although the road connection as constructed was considered adequate for 1936 traffic volumes and vehicles of that period, it is now not only substandard in design but also creates an unsafe highway condition.

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

The anticipated effect will be a decrease in the potential for vehicle accidents and a smooth flow of traffic from the northbound bridge lane into the park or to the Yaquina Bay waterfront. This project should not in itself generate more traffic to the park proper, but by possibly diverting more traffic directly to the

waterfront, some decrease may be noted through the center of Newport on US 101, a very congested section on summer weekends.

PROBABLE ADVERSE ENVIRONMENTAL EFFECTS

This project has been designed with the motorists's safety as a primary motive. It is not expected to have any adverse effect. There will be some temporary disruption of local traffic during construction. Until the landscaping is completed, the immediate area will have a raw and disturbed appearance.

ALTERNATIVES AND REASON FOR PROJECT SELECTION

Not to reconstruct Naterlin Drive would permit the present substandard facility to remain unchanged. It is true that there are other existing alternate access routes to the park. For northbound vehicles it is possible to enter the park through several different city street routes that would require left turns across opposing traffic. The first one is approximately 400' beyond the north boundary of the park; the others are successively further away and less obvious to the tourist visitor. An alternative which would eliminate the unsafe condition at this point would be to remove the right turnoff and force traffic to use other routes to the park and waterfront.

The nearest right-turn route is about 1/2 mile north of the subject section and leads down in a circuitous way to the bay area and waterfront. From there it is possible to ascend by a connecting street to the loop passing under the bridge approach, thus gaining access to the park. This route is about one mile in length, and is both tortuous and difficult to locate.

Thus, the simple procedure outlined for this project becomes the only practical approach.

RELATIONSHIP BETWEEN SHORT TERM USE AND LONG TERM PRODUCTIVITY

The property for this park was originally a lighthouse reservation. It was deeded by the U.S. Department of Commerce to the Oregon State Highway Division in 1934 for highway right-of-way and park purposes. The first improvement after the bridge was constructed was the installation of toilet facilities through the CCC program. Additional improvements during the 1940s and 1950s included picnic facilities, roadways and parking areas, a caretaker's cottage, and landscaping features. Later improvements included rebuilding and adding to the toilet facilities and picnic areas. In this way, the expanding current usage was improved without sacrificing the long-range potential, which is to maintain this outstanding aesthetic resource in perpetuity. The present proposal is designed to be one more element of enhancement to this program.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The amount of land to be paved for the revised turning movement construction (about 0.25 of an acre) is about equivalent to the existing arrangement. Since the 0.2 acre of existing pavement will be removed, replaced with soil and landscaped, the net diversion for roadway purposes is negligible.

Likewise, the effect on existing plant forms and open space will not detract from the aesthetic nature of this area, as the Superintendent of State Parks agrees. (See attached letter.)

PROBLEMS AND OBJECTIONS RAISED BY OTHER AGENCIES

All of the agencies responding to the evaluations presented in the draft environmental statement approved of the proposal. Their specific comments are included in Appendix "A". The project is endorsed by the City Government of Newport. The Environmental Protection Agency directed attention to the need for "careful construction

practices" in development of the contract work. This process is insured on all projects, particularly where public scrutiny and park activities are combined, by application of sections 105, 106, 107, 201, 202, 203, 233 and 680* of the Standard Highway Specifications and by continued critical supervision.

There have been few serious accidents and no fatalities in the period of record for this location. The basic problem is an extremely short-turning radius and a sharp drop in grade plus an approximate 300 degree change in direction. The combination of these factors results in numerous one-car mishaps and runoffs onto the unpaved areas, making an unsafe and confusing driver situation.

The Department of Interior expressed concern for the "compensation or replacement" of Section 4(f) land from the Yaquina Bay State Park.

The project as planned does not involve either acquisition or removal of land areas. It is designed to correct an unsafe traffic condition by opening up the present off-turn curve radius in order to accommodate longer and faster vehicles than were current in the early 1930s when the project was designed. All portions of the existing pavement that will not be included in the revision will be removed and the areas landscaped in keeping with the overall characteristics of the park. There will be no loss of area or degradation of the parklands.

Although the Yaquina Bay Lighthouse is not presently listed in the National Register of Historic Places, it is one of the significant attractions.

*See Appendix "B" for Specification subject headings.

None of the work contemplated under the road revision will in any way impose an adverse effect on the lighthouse site as it lies in a location far from the bridgehead.

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

As previously mentioned, there will be no adverse effects above and beyond the temporary disruption during construction and prior to completion of the landscaping.

The Highway Division Parks Section and their contractual agents are professionally experienced in construction of this type. They are also subject to all the standard and special provisions of contract specifications for natural resource protection. (See Appendix B.)

THE 4(f) TYPE LANDS

Yaquina Bay Park is sited on a scenic promontory overlooking the bay entrance, and it provides a broad vista of the adjoining shore areas and the open ocean view. This park, because of its attractive location, receives the highest day-use attendance of any state park in Oregon. It, like all other state parks, is owned, operated, and maintained by the State Highway Division. Being only about 32 acres in extent and having annually over 1,330,000 day-use visitors, it is obvious that the principal usage is by persons making a brief stop for a view of the scenery, a few snapshots, and possibly a picnic lunch or visit to the lighthouse. Thus the matter of safe and efficient traffic flow to and from the highway is a vital part of the park operation.

The attached letter from the Superintendent of Oregon State Parks in support of the foregoing proposal shall be considered a part of the environmental report. It clearly defines the relationship between the land

affected by construction and the lands actually used for park and recreation purposes and should serve to document the following Section 4(f) determination. The aerial photographs delineate the nature and location of the revised interchange on US 101, the relationship of the interchange to the park development, and the relationship of the park to the local street system and Yaquina Bay.

In keeping with the provisions of Section 4(f) of the DOT Act of 1966, this project has been subjected to careful evaluation to determine its effect on the adjacent parkland.

The results may be stated as follows:

1. The problem and its solutions are concerned only with traffic seeking a safe and efficient entrance to the park. It will have no effect on the existing physical park facilities.
2. The particular land affected is in the form of an existing interchange of inadequate design and has no present or future recreational potential. The area to be used for the revised traffic facility including paving, side slopes, and a traffic island will amount to 0.8 of an acre. Pavement removal will add 0.2 acre, making a total of one acre in the project. Of this one acre total, about 3/4 of the area will be revegetated and landscaped in keeping with the normal program of roadside beautification.

3. The improvement as planned will expedite the public usage of this very popular recreational area by eliminating a traffic hazard on US 101, the Oregon Coast Highway. It will not add to the normal annual increase in park usage. That increase will occur in proportion to the general increase of highway traffic, without regard to this proposal.
4. There are, in the opinion of the agencies concerned, no reasonable or prudent alternatives.

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 8, 1971

To: Mr. W. H. Tebeau
Preliminary Studies Engineer
Program and Planning Section

DIVISION

SUBJECT: TOPICS Project T-5021 (-)
Oregon Coast Highway -
Waterline Drive Section
S. W. Naterlin Drive
City of Newport

The proposed project for increasing the turning radius, channelizing traffic, and landscaping off the northeast end of the Yaquina Bay Bridge affects Yaquina Bay State Park. However, the corner of park land which lies east of U.S. Highway 101 is not utilized or suitable for recreation development purposes and serves only the purposes of roadway access and as a scenic buffer to the park approaches. There would be no adverse effects upon the use areas of the park.

Esthetically, a few small shore pine would be removed, but there are a number of other larger background trees, shrub growth, and sufficient area on the hill slope to allow for a good scenic buffer between the roadway and the urban area. The roadway being abandoned will need to be replaced with earth and grass or ground cover as indicated. There would be no adverse esthetic effects if the project area is properly landscaped.

The proposal would greatly improve the safety and convenience of public vehicular access to Yaquina Bay State Park favorable to the park visitor.

David G. Talbot
State Parks Superintendent

By Larry Jacobson

Larry Jacobson
Parks Planning Supervisor

LJ:aw

APPENDIX "A"

Comments Received from Reviewing Agencies

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

APR 17 1972

L3039
ER 72-220

Dear Mr. Baldwin:

This response to your letter of February 10, 1972, requesting the Department of the Interior's comments on the draft environmental/Section 4(f) statement for the Oregon Coast Highway (Waterline Drive Section/S.W. Naterlin Drive), in the city of Newport, Oregon.

The draft environmental/Section 4(f) statement adequately identifies the environmental impacts which could result from this project. Since the project will improve an existing, dangerous access to Yaquina Bay State Park and since the project will have no detrimental effect on any recreational use of the park, we concur that there is no feasible or prudent alternative to the proposed project. Considering the old access road will be obliterated and subsequently landscaped, we concur that all possible planning to minimize harm to the park has been accomplished. However, provisions for compensating or replacing the Section 4(f) land which will be absorbed by this project are lacking in the statement. If monetary compensation is provided, it should be equal to replacement value and spent on acquisitions or capital improvements of Yaquina Bay State Park.

The statement does not indicate that attention has been given to the possible effect of the proposal on historic resources such as Old Yaquina Bay Lighthouse. This structure is noted in the Preliminary Statement on Historic Preservation in Oregon and may be under consideration for nomination to the National Register of Historic Places. If the proposal does not have any effect on this historic resource, a statement to that effect should be added to the environmental statement.

With incorporation of the above points, we concur with the statement and project as planned.

Sincerely yours,

(Sgd) W. W. Lyons
Deputy Assistant
Secretary of the Interior

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

oregon district

Council of Governments

360 S.W. Avery Avenue
Corvallis, Oregon 97330
(503) 753-2624

March 23, 1972

Mr. M. Klaboe
Assistant State Highway Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

The draft Environmental Impact Statement for the Oregon Coast Highway - Water Line Drive Section, Newport, Lincoln County, Oregon [Topic Project T-5021 (3)] has been circulated to the membership of Lincoln Sub-District Oregon District 4 Council of Governments for review and comment.

No recommendations for change or addition have been received and the Environmental Impact Statement is considered well prepared by the Lincoln Sub-District.

Sincerely,

Wm. R. Hagman

William R. Hagman
Executive Director

WRH/tjp

APPENDIX "B"

OSHD CURRENT REGULATIONS COVERING ENVIRONMENTAL PROTECTION AND ENHANCEMENT

OSHD 1970 Standard Specifications for Highway Construction

OSHD CURRENT REGULATIONS COVERING ENVIRONMENTAL PROTECTION AND ENHANCEMENT

BORROW

105.13 Preservation of Historic Objects, Archeo. Fossils, Etc.

106.04 Requirements on State-Controlled Lands

106.05 General Requirements - Conformity with All Local, City, County, State & Federal Laws & Regulations

106.06 Waste Material & By-Products – Property of State-Control

LEGAL RELATIONS & RESPONSIBILITY TO PUBLIC

107.01 Laws - Permits
107.02

107.08 Water & Air Pollution Control

a. Water
   1. Shaping of Earthwork for Erosion Control
   2. Construction in Water Areas, Siltation
   3. Clearing Debris from Banks & Waterways

b. Air Pollution Control (ORS 449.760, 449.765, 449.770)(Specs. 107.02, 107.19, 107.20, 201.34, 203.43, 233.01) See Spec. Prov. 401.33

107.09 Sanitary Provisions

107.10 Protection of Fish & Shellfish

107.11 Deposits in and Bridges over Navigable Waters

107.12 Trespass

107.13 Fencing, Protection of Stock, Safeguarding of Excavations

107.19 Protection and Restoration of Property and Landscape
107.23

107.20 Forest Protection (Public Lands)

107.23 Damage to Facilities – Trees, etc. (Responsibility)

EARTHWORK

201 CLEARING & GRUBBING

201.31 Clearing Operations

201.32 Grubbing Operations

201.33 Clearing & Grubbing Areas (Limits)

201.34 Ownership and Disposition of Materials

a. Burned - Control by DEQ
b. Removed - Permit to Dump on Private Property

201.35 Preservation and Trimming of Trees, Shrubs

201.36 Compliance with State & Federal Laws (107.01)

201.37 Filling, Backfilling & Cleaning Up

REMOVAL OF STRUCTURES AND OBSTRUCTIONS

202.31 General

202.32 Bridges, Culverts, Drainage Structures

202.33 Miscellaneous
202.34
202.35
202.36

202.37 Disposition of Material

CONSTRUCTION

203.12 Screen of Trees – Borrow Area

203.33 Abandoned Pipes, Sewers, Etc.

203.35 Blasting – Presplitting

203.38 Selected Materials

a.
b.
c. Slope Protection – Erosion

203.47 Removal of Loose Rock from Slopes

203.48 Grading Planting Areas (Landscape Contour Grading)

203.49 Rounding Cutbanks

203.50 Finishing & Cleaning Up (See 104.08)

WATERING

233.01 Prevention of Dust from Earthwork

LANDSCAPING (Beautification)

681.33 Mulching

a. General
b. Placing
c. Protective Measures

682.32 Preparation of Areas for Planting

682.34 Planting

682.35 Clean Up During Construction

682.38 Pruning and Staking Trees

683.32 Seeding

683.34 Establishment of Lawns

SPECIAL PROVISIONS

For each specific project, additional specifications are developed to cover any unique situation.

RECEIVED
MAY 25 1972
FOR FILING

7888

May 22, 1972

City of Newport
City Hall
Newport, Oregon 97365

Attention: Miss Patricia Plunkett
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 4483

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement covering the Oregon Coast Highway-Waterline Drive Section of Waterlin Drive.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

CITY OF NEWPORT

810 S.W. ALDER STREET

NEWPORT, OREGON, 97365

(503) 265-5331

OFFICE OF THE CITY MANAGER

April 17, 1972

RECEIVED
COUNTY & CITY SECTION

Mr. Richard Bladorn
c/o H. S. Cox, County and City Engineer
Highway Department
Highway Building
Salem, Oregon 97310

Re: TOPICS Project T-5021(3)

Dear Mr. Bladorn:

The City Council of Newport does not feel that they wish to spend approximately $25,000 of city money to construct the Oregon Coast Highway - Naterlin Drive TOPICS Project. We feel the type of improvement being required by the State and their estimated cost is completely out of reason for the construction of 400 feet of curbed street that would be substantially a 36 foot wide street. We construct similar lengths of streets every year in the city at an expense, including engineering, of $10.00 per lineal foot for benefited property.

When the city submitted their estimated cost for the project of $18,000, it was felt that there were ample monies present for any special problems involving the project, due to its being a federal program under the TOPICS. The city has landscaped all the islands along Highway 101 with our crews and our expense totally, and we have invested nowhere near the amount of money required for this small area, namely $12,000. The only landscaping present in this area is small native Shore Pine and some wild grass growing on a very poor-quality soil. The estimate also includes $2,130 for the installation of 150 feet of 12-inch culvert tile, which makes a unit price of $14.20 a foot for excavation, backfill and laying of pipe. We get the same quality of pipe placed in as good a ditch for $4 every year. There is $2,500 shown for clearing and grubbing, and the only thing that would fit in that category would be the shore pine, which does not exceed four inches in diameter and numbers approximately 25. The city cleared and grubbed approximately 100 acres at the airport for that amount of money. But the final blow to the project, in my opinion, was $8,000 for engineering a 400-foot long section of street.

At the prices quoted for the State, the City of Newport is no longer interested in pursuing this TOPICS project. We have no funds in our Street Fund to build such projects, nor do we feel we should spend all of our funds on the federal aid system of highways.

4-19-72
Phoned Davis - He would like to investigate the possibility of the City constructing this project with their own forces.

We still believe this is a needed project for the safety of the travelling public. I have several times seen school buses loaded with children that come to the coast in the spring, that have attended Oregon State's Marine Science Center and are northbound across the bridge and the driver is told that there is an access to the bay front at the north end of the bridge, but he is not told that his bus cannot negotiate the short radius turn. It is necessary that they back up out into the on-coming traffic lane to extricate themselves.

Very truly yours,

CITY OF NEWPORT

Donald A Davis

Donald A. Davis
City Manager

DD:ms
4-18-72

cc: F.L. HALL

RECEIVED
APR 19 1972
FOR FILING

Form FHWA-121 (1.

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7888

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 17, 1972

In reply refer to: 10-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5021(3) Newport
Oregon Coast Highway to Waterline Drive Section
Naterlin Drive - Lincoln County
Draft Environmental Impact Statement

The Assistant Secretary for Environment and Urban Systems has had the opportunity to review and comment on the above draft statement and has no specific comments to offer.

4-18-72
Bob Young

RECEIVED
APR 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 817-844

RECEIVED

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

E3039 7888
ER 72-220

APR 17 1972

Dear Mr. Baldwin:

This responds to your letter of February 10, 1972, requesting the Department of the Interior's comments on the draft environmental/Section 4(f) statement for the Oregon Coast Highway (Waterline Drive Section/S.W. Naterlin Drive), in the city of Newport, Oregon.

The draft environmental/Section 4(f) statement adequately identifies the environmental impacts which could result from this project. Since the project will improve an existing, dangerous access to Yaquina Bay State Park and since the project will have no detrimental effect on any recreational use of the park, we concur that there is no feasible or prudent alternative to the proposed project. Considering the old access road will be obliterated and subsequently landscaped, we concur that all possible planning to minimize harm to the park has been accomplished. However, provisions for compensating or replacing the Section 4(f) land which will be absorbed by this project are lacking in the statement. If monetary compensation is provided, it should be equal to replacement value and spent on acquisitions or capital improvements of Yaquina Bay State Park.

The statement does not indicate that attention has been given to the possible effect of the proposal on historic resources such as Old Yaquina Bay Lighthouse. This structure is noted in the Preliminary Statement on Historic Preservation in Oregon and may be under consideration for nomination to the National Register of Historic Places. If the proposal does not have any effect on this historic resource, a statement to that effect should be added to the environmental statement.

With incorporation of the above points, we concur with the statement and project as planned.

Sincerely yours,

Deputy Assistant
Secretary of the Interior

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Copy to Schaw
4-21-72

NOTED
LLOYD B. SHAW

RECEIVED
APR 20 1972
OFFICE OF
STATE HIGHWAY ENG.

RECEIVED
MAR 27 1972
FOR FILING
7888

Oregon district

Council of Governments

360 S.W. Avery Avenue
Corvallis, Oregon 97330
(503) 753-2624

March 23, 1972

Mr. M. Klaboe
Assistant State Highway Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

The draft Environmental Impact Statement for the Oregon Coast Highway - Water Line Drive Section, Newport, Lincoln County, Oregon [Topic Project T-5021 (3)] has been circulated to the membership of Lincoln Sub-District Oregon District 4 Council of Governments for review and comment.

No recommendations for change or addition have been received and the Environmental Impact Statement is considered well prepared by the Lincoln Sub-District.

Sincerely,

William R. Hagman
Executive Director

WRH/tjp

3-27-72
RETURNED TO
BY

LINCOLN SUB-DISTRICT
Lincoln County
Lincoln City
Newport
Toledo

LINN-BENTON SUB-DISTRICT
Benton County
Corvallis
Linn County
Sweet Home
Lebanon
Albany

U.S. ENVIRONMENTAL PROTECTION AGENCY

REGION X

1200 SIXTH AVENUE

SEATTLE, WASHINGTON 98101

March 20, 1972

REPLY TO ATTN OF: M/S 325

Mr. L. H. Young
Programming Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

We have reviewed the draft environmental impact statement for the Oregon Coast Highway, Waterline Drive Section, Newport, Oregon.

We were pleased to see that the 500 foot "Y" entrance will follow the basic corridor that now exists. Because the scenic value of the state park is of utmost importance, proper and careful construction practices should be employed to insure minimal environmental impact on the area.

The justification for the project does raise some concern. The purpose of the project is credited to "congestion and unsafe conditions on the subject section," yet the statement does not include information from any studies to substantiate this claim. (p.2) Accident potential should be documented by number of accidents, types of accidents, and traffic flow studies. Because the statement fails to include these statistics, it is difficult for us to reach the same conclusion that a "horse and buggy facility" exists at this time. (p.3)

Thank you for the opportunity to comment on this statement.

BEN GIFFORD 2/10

Sincerely,

Hurlon C. Ray

Hurlon C. Ray
Assistant Regional Administrator
for Management

cc: March 23, 1972
R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
W. H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
H.C. Johnson
J.B. Boyd

3/23/72
cc Royer

NOTED
R. D. ASBURRY

RECEIVED
MAR 22 1972
PROGRAMING SECTION

Chas
Ben
NOTED
CHASE

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 16, 1972

In reply refer to: 10-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5021(3) (Newport)
Oregon Coast Highway to Waterline Drive Section,
Naterlin Drive
Draft Environmental Impact Statement and Section 4(f)

The subject environmental statement has been reviewed and is considered to adequately cover the anticipated environmental effects.

We are especially pleased with the utilization of aerial photos to indicate the proposed project and the surrounding area. Such graphics make it much easier for reviewers to become familiar with the project areas and the potential impacts of the natural and manmade environment.

NOTED
R. D. ASBURRY

3-21-72
REFERRED TO
DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
MAR 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 21 1972
PROGRAMING SECTION

NOTED
TOM EDWARDS

NOTED
R. N. CHASE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-544

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-EQ

6 March 1972

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

3-10-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

Dear Mr. Baldwin:

We have reviewed draft environmental impact statement for "Oregon Coast Hwy. - Waterline Dr. Section (Newport), Naterlin Drive, Lincoln County". The proposed action does not create any adverse impact to areas of interest in which the Corps has jurisdiction.

Sincerely yours,

CHARLES B. BRINKLEY, JR.
Lieutenant Colonel, CE
Deputy District Engineer

RECEIVED
MAR 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 10 1972
PROGRAMING SECTION

Roger 3-10-72

NOTED
R. D. ASBURRY

NOTED
R N CHASE

BEN GIFFORD

EXECUTIVE DEPARTMENT

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

March 6, 1972

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

Mr. L. H. Young
Programing Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Oregon Coast Highway - Waterline
Drive Section Naterlin Drive
PNRS #7202 4 040

Dear Mr. Young:

We have referred your draft Environmental Impact Statement to the appropriate state agencies. We have also published and distributed notice to all state agencies and Councils of Governments.

None of the responding agencies has proposed any significant change and have approved your draft as submitted.

You may use this letter as evidence of your compliance with Section 102(2)(C) of the National Environmental Policy Act of 1969 (83 Stat. 853), and OMB A-95 (Revised).

Cordially,

Kessler R. Cannon
Assistant to the Governor
Natural Resources

cc: March 10, 1972
R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B.L. Gifford
H. C. Johnson
J. B. Boyd

Roger

BEN GIFFORD
2/10

RECEIVED
MAR 9 1972
PROGRAMING SECTION

Ben Chase

NOTED
R. D. ASBURRY

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
AREA OFFICE
CASCADE BUILDING, 520 S.W. SIXTH AVENUE, PORTLAND, OREGON 97204

AREA OFFICES
Portland, Oregon
Seattle, Washington

REGION X
REGIONAL OFFICE
SEATTLE, WASHINGTON

February 28, 1972

IN REPLY REFER TO:

10.2PP Steele
221-2608

Mr. L. H. Young
Programming Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

Subject: Oregon Coast Highway - Waterline Dr. Section
Naterlin Drive, Lincoln County
Draft Environmental Impact Statement

We have reviewed the subject Draft Environmental Impact Statement and have no particular comments to add at this time.

We wish to commend the State Highway Division for the graphics that were included in this Environmental Impact Statement. The photographs and maps are very beneficial to reviewing agencies such as ours, and we would encourage their inclusion in future Environmental Impact Statements.

Sincerely,

Clifford T. Safranski
Assistant Director
Planning & Relocation

Klebal
cc Royer

NOTED
R. D. ASBURRY

FEB 29 1972

R N CHASE

RECEIVED
MAR 2 1972

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
PACIFIC NORTHWEST REGION
1000 SECOND AVENUE
SEATTLE, WASHINGTON 98104

IN REPLY REFER TO: Topics
E3039 Newport

Your reference:
Oregon Coast Highway
Waterline Dr. Section
(Newport)

FEB 28 1972

Mr. George M. Baldwin
Administrator of Highways
State Highway Division
135 State Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

We have received the draft environmental statement for the above referenced highway project. In line with current Council on Environmental Quality guidelines as published in the Federal Register, Vol. 36, No. 79 of April 23, 1971, draft environmental statements now should be sent to Mr. John W. Larson, Assistant Secretary of the Interior for Program Policy, Washington, D.C. 20240. Deputy Assistant Secretary Jack O. Horton previously had been listed in the guidelines as the Department official for this purpose.

Mr. Larson's office coordinates the overall review of draft environmental statements for the Department of the Interior. This procedure is stated in Federal Highway Administration Policy and Procedure Memorandum 90-1 (PPM 90-1), Appendix G-5. Although not stated in PPM 90-1, please note that Mr. Larson's office will need fifteen copies of draft environmental statements submitted for review and twenty copies if a particular statement is accompanied by a Section 4(f) Determination. This procedure eliminates the need for your office to distribute draft environmental statements to all field offices of Interior agencies. It also will consolidate all comments of Interior agencies into one Departmental response.

The draft environmental statement which you forwarded to us is enclosed. Your cooperation in following these new procedures is appreciated and we regret any inconvenience that this change may cause you.

Sincerely yours,

NOTED
R. L. SCHROEDER

Maurice H. Lundy
Regional Director

by A. Melvin Mallon

Enclosure

original to
Roger
3-3-72

RECEIVED
MAR 1 1972
STATE HIGHWAY ENGINEER

IN REPLY REFER TO:

United States Department of the Interior

1791
(911)

BUREAU OF LAND MANAGEMENT
Oregon State Office
P.O. Box 2965
Portland, OR 97208

FEB 16 1972

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Young:

We have reviewed your draft environmental statement for the Oregon Coast Hwy. - Waterline Dr. Section (Newport) project. We find that this proposal does not cross or otherwise affect lands under the jurisdiction of the Bureau of Land Management. We therefore have no comments to make on the draft statement.

Sincerely yours,

Arthur W. Zimmerman

Associate State Director

NOTED
R. D. ASBURRY

2/17/72
Tatsuo Chase

NOTED
R N CHASE

RECEIVED
FEB 17 1972
PROGRAM & PLANNING
DIVISION

Location Engineer's Narrative Report
and
Preliminary Draft of Specifications

City of Newport
Oregon Coast Highway at S. W. Naterline Drive

The purpose of the survey was to locate for and to prepare preliminary plans and cost estimates for the grading, placing of crushed rock base, constructing of Portland cement concrete curbs, landscaping of slopes and island areas, and asphalt concrete surfacing of 0.156 miles of S. W. Naterline Drive, City of Newport, Lincoln County, Oregon. The Westerly terminus of the project is the intersection of Oregon Coast Highway 101 at S. W. Naterline Drive. The engineer's centerline stations are from "A" 193+67.49 to "A" 200+10.00 and "B" 195+04.40 to "B" 193+83.08. The Easterly terminus of the project "A" 200+10.00 which is 50'± beyond the Easterly boundry of Yaquina Bay State Park.

The horizontal for the survey is the centerline of Oregon Coast Highway 101 from engineer's station P. C. S. 193+07.04 to P. T. 197+07.04 with coordinates on P. T. 197+07.04 assumed to be Latitude 10,000 and Departure 10,000. More exact coordinates could be had only at additional extensive surveying and cost. The vertical control was taken from OSHD benchmark Y-1 at the northeast corner of Yaquina Bay Bridge.

The entire project is to be constructed within the boundaries of Yaquina Bay State Park. Landscaping is to be included in the project.

Northbound traffic, crossing the Yaquina Bay Bridge on Highway 101, wishing to turn right to go to the Newport Bay front must negotiate a 140° turn which has a radius of 15' and drops rapidly in grade as the curve is traveled. Also, there is no seperation from the opposing traffic coming up from the bay front wishing to enter the northbound lanes of Highway 101.

At the intersection of S. W. Naterline Drive and the road that carries traffic under the bridge to Yaquina Bay State Park (and to the southbound lanes of Highway 101) there is very poor visibility due to adverse grades and opposing traffic.

The construction of this project will correct these problems by changing the curve off of Highway 101 to a 95° 30' curve with a 60' radius. A "T" intersection at Naterline Drive and the road to Yaquina Bay State Park will be established. Curbs and an island will be constructed to seperate the traffic exiting from Highway 101 northbound and entering Highway 101 northbound.

There are no railroads, navigatable streams, water mains, or gas mains on this project. There is a power line crossing the project centerline and owned by Central Lincoln Peoples Utility District. Two poles, numbers FO8N and FO8N-9 and their associated wires are affected by this construction.

SPECIAL PROVISIONS

S. W. Naterline Drive Relocation (Newport) Section

Grading, Paving and Landscaping

Work To Be Done

The work to be done on this contract consists of the following work on S. W. Naterline Drive (Newport) Section, City of Newport, Oregon.

1. Grading, paving, driveways, curb and drainage necessary to relocate S. W. Naterline Drive.

2. Place topsoil and landscape slopes and island areas.

3. Performance of such additional and incidental work as is called for by the specifications and plans.

The project is located in the Southwest section of the City of Newport, Oregon.

Applicable Standard Specifications

The standard specifications applicable to the work on this project are as published in the 1970 edition of "Standard Specifications For Highway Construction".

Section 105-Control of Work

105.06 Cooperation with Utilities - Two (2) power poles, numbers FO8N and FO8N-9, are to be relocated.

Section 107-Legal Relations and Responsibility to Public

107.08 Water and Air Pollution Control - Temporary soil erosion control measures shall be undertaken and performed in conformance with the standard specifications, supplemented and modified by the Special Provisions bound herewith entitled "Supplemental Required Contract Provisions-Federal Aid Contracts-Temporary Project Water Pollution Control (Soil Erosion)."

107.16-Federal-Aid Provisions - This is a proposed Federal-Aid Topic Project and is to be conducted in accordance with the Federal regulations applying to Federal-Aid Primary Highway Projects.

Temporary Protective and Directional Measures for Traffic

Temporary protective and directional measures for traffic shall be

provided in conformance with Subsection 107.27 of the Standard Specifications and/or modified as follows:

The contractor shall furnish, erect and maintaintwo construction identification signs at locations designated by the engineer.

Road Work

Section 201- Clearing and Grubbing

The clearing and grubbing shall be performed in conformance with Section 201 of the Standard Specifications supplemented and/or modified as follows:

Debris is to be disposed of by the contractor. No burning will be allowed.

Section 202-Removal of Structures and Obstructions

The removal of structures and obstructions shall be performed in conformance with Section 202 of the Standard Specifications.

Section 203-Excavation and Embankment for Roadways

Excavation and embankment shall be performed in conformance with Section 203 of the Standard Specifications supplemented and/or modified as follows:

Approximately 3300 cubic yards of excess material is to be hauled 2.20 miles to South Beach State Park and deposited at a site designated by the Park Manager. This site is to be maintained in a sightly condition at all times.

Section 206-Trench Excavation for Conduits and Minor Structures

Trench excavation shall be performed in conformance with Section 206 of the Standard Specifications.

Section 222- Finishing Roadbed and Slopes

Finishing roadbed and slopes shall be performed in conformance with Section 222 of the Standard Specifications.

Section 224-Obliteration of Old Roadway

Obliteration of old roadway shall be performed in conformance with Section 224 of the Standard Specifications.

Section 233-Watering

No additional payment will be made for water used in the compaction of the subgrade or base aggregates. The cost of watering is understood to be included in one or more of the other bid items.

Section 304-Aggregate Subbase and Base

Aggregate base shall be constructed in conformance with Section 304 of the Standard Specifications.

Aggregate leveling course shall be constructed in conformance with Section 304 of the Standard Specifications.

Section 403-Asphalt Concrete Pavement

Asphalt concrete pavement shall be constructed in conformance with Section 403 of the Standard Specifications.

Sections 407-Asphalt Tack Coat

The asphalt tack coat shall be constructed in conformance with Section 407 of the Standard Specifications. No separate or additional payment shall be allowed. The cost is understood to be included in one or more of the other bid items.

Section 408-Asphalt Prime Coat

Asphalt prime coat shall be constructed in conformance with Sections 408 and 408.81 of the Standard Specifications.

¾"-0" aggregates in prime coat shall be constructed in conformance with Sections 408 and 408.82 of the Standard Specifications.

Section 603-Culverts, Siphons, Sewers, and Irrigation Pipes

Twelve inch (12") culvert pipe shall be furnished and installed in conformance with the pipe data shown on the plans and Section 603 of the Standard Specifications supplemented and/or modified as follows:

603.11 Materials - The markings on concrete pipe required by AASHO M-86 and M-170 shall be scribed (indented) in the outside surface of each section of pipe.

Section 604-Manholes and Inlets

Inlets shall be constructed in conformance with Section 604 of the Standard Specifications supplemented and/or modified as follows:

604.11 Portland Cement Concrete - Concrete shall conform to the requirements hereinafter set forth under "Structural Concrete."

Section 609-Portland Cement Concrete Curbs and Islands

Portland cement concrete curbs shall be constructed in conformance with Section 609 of the Standard Specifications supplemented and/or modified as follows:

604.11 Portland Cement Concrete - Concrete shall conform to the requirements hereinafter set forth under the heading "Structural Concrete."

Section 623-Guide Posts

Guide posts shall be installed in conformance with Section 623 of the Standard Specifications,

Extra For Asphalt Approaches

No separate or additional payment shall be allowed for asphaltic concrete approaches. The cost is understood to be included in one or more of the other bid items.

Landscaping

Topsoil, supplied by the contractor from an independent or separate source, shall conform with the requirements of Section 225 of the Standard Specifications.

LOCATING ENGINEER'S
ESTIMATE OF COST

OREGON COAST HIGHWAY AT NATERLINE DRIVE
(Newport)
OREGON COAST HIGHWAY
LINCOLN COUNTY

Length of Project 0.10 mile

	ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1.	Temporary Protection & Direction of Traffic	All	—	—	All	600.00	600.00
2.	Clearing & Grubbing	All	—	—	All	2500.00	2,500.00
3.	Removal of Structures & Obstructions	All	—	—	All	650.00	650.00
4.	General Excavation	Cu Yd	3,719	371	4,090	1.50	6,135.00
5.	Trench Excavation	Cu Yd	207	23	230	6.00	1,380.00
6.	Finish Roadbed & Slopes	All	—	—	All	200.00	200.00
7.	Obliteration of Roadway	Sq Yd	900	90	990	0.75	742.50
8.	Coarse Aggregate Base	Cu Yd	449	46	495	6.00	2,970.00
9.	¾-0 Aggregate Base	Cu Yd	154	16	170	6.50	1,105.00
10.	Class "B" Asphalt Concrete Mix	Ton	330	35	365	12.00	4,380.00
11.	Asphalt Cement in Mixture	Ton	18	2	20	45.00	900.00
12.	¾-0 Aggregate in Prime Coat	Cu Yd	18	2	20	7.50	150.00
13.	Asphalt in Prime Coat	Ton	2	0	2	100.00	200.00
14.	12" Culvert Pipe	Lin Ft	138	12	150	5.00	750.00
15.	Type "P" Inlets	Each	2	1	3	175.00	525.00
16.	Type "C" Curb	Lin Ft	1,120	110	1,230	1.85	2,275.50
17.	Guide Posts, W-1	Each	11	1	12	8.50	102.00
18.	Guide Posts, Y-1	Each	18	2	20	8.50	170.00
19.	Topsoil	Cu Yd	539	51	590	10.00	5,900.00
					subtotal		$31,635.00
					Engineering & Contingencies 25%		7,908.75
					Total		$39,543.75

Landscape estimate to be submitted by Landscape Section.

6,000
1

P. E. SKIN
Supervisor
3-20-72

21-0603

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1972

SUBJECT: Soils Exploration
Naterline Drive Section
Newport

To: J. B. Boyd
REGIONAL ENGINEER

ATTENTION: Gerald Wimer

The soils investigation has been completed on the above project. There should be no problems with the sub-grade or cut section since the predominant material is sand. A typical soil sample was taken and represents the cut section A-line Stations 195+00 to 198+00. See accompanying lab sheet. Standard design for the cut can be utilized. A sample of the top soil will be taken at a later date when a source is determined.

William R. Fretwell
William Fretwell
REGIONAL GEOLOGIST

cc Frank Hall
Vic Wolfe
Yarbrough
Nelson

RECEIVED
JAN 6 - 1972
DISTRICT ENGINEER
DISTRICT 4

UTILITY MAP

N

Poles owned by: Central Lincoln Peoples Utility Distvict

Park Boundary

FOBN-10

"A" Line

toe slope

FOBN-9

Hwy. 101

Existing Roadway

"B" Line

FOBN-8

toe slope

FOBN-7

OREGON COAST HWY. AT
NATERLIN DR. (NEWPORT)

Scale 1" = 50'

TRANSACTION NUMBER 11-12

FORM PR-46
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 10-19-71
BY (Signature): MR. YOUNG'S SEPTEMBER 3, 1971 LETTER
TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____
STAGE 2 ITEM NOS. 59 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
59	T-5021(3)	0.09	25,000	15,850	OREGON COAST HIGHWAY AT WATERLINE DRIVE (NEWPORT)	PRELIMINARY ENGINEERING - GRADE - DRAIN - 2 LANES HIGH TYPE PAVEMENT CHANNELIZATION AND LANDSCAPE.

10-19-71

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

RECEIVED
NOV 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

11-5-71

RECEIVED
PROGRAM & PLANNING
DIVISION

DATE	RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
		10-29-71	FOR: R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 1, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon TOPICS Project T-5021(-)
Oregon Coast Highway
Waterline Drive Section
S.W. Waterline Drive
City of Newport

NOTED
F. B. KLABOE

Mr. Bladorn's September 23 letter requested our concurrence that the above project is not subject to Section 4f requirements. While we previously believed that situations like this would not require meeting of the 4f requirements, we have now been advised that any taking of park property would require a Section 4f submission as well as an environmental impact statement. If this is to be a Federal-aid project the requirement of PPM 90-1 must be met. Program action for this project is being deferred until the above action has been taken.

RECEIVED
COUNTY & CITY SECTION
OCT - 6 1971
☐ ENGR. ☐ ☐ ☐ ☐ ☐
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

REFERRED TO
Cof 10-6-71
BY ASST. STATE HWY. ENGR

RECEIVED
OCT 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FBK

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO P10.222

RECEIVED
SEP 28 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

September 23, 1971

7888

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Re: 08-35-EC
TOPICS Project T-5021(3)
Oregon Coast Hwy.-Waterline Drive Section
Naterlin Drive
City of Newport

Dear Mr. Simpson:

Attached is a copy of a statement from the State Parks Superintendent concerning the effect of the above project upon the Yaquina Bay State Park.

Due to the fact that this portion of the park is not suitable for recreational development or any use other than to improve park access it is felt that this project is not subject to Section 4f requirements. Your concurrence is requested.

At the same time, your approval is requested for the waiver of the environmental statement as referred to in my letter of July 21, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

RICHARD BLADORN

NOTED
F. B. KLABOE

for H. S. Cox
County and City Engineer

RB:ljt
Att.

cc: R. L. Porter
F. B. Klaboe
L. H. Young
D. G. Talbot

RECEIVED
SEP 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

FORM S-30 (4-70)

SP°32503-734

7888

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 8, 1971

To: Mr. W. H. Tebeau
Preliminary Studies Engineer
Program and Planning Section

DIVISION

SUBJECT: TOPICS Project T-5021 (-)
Oregon Coast Highway -
Waterline Drive Section
S. W. Naterlin Drive
City of Newport

The proposed project for increasing the turning radius, channelizing traffic, and landscaping off the northeast end of the Yaquina Bay Bridge affects Yaquina Bay State Park. However, the corner of park land which lies east of U.S. Highway 101 is not utilized or suitable for recreation development purposes and serves only the purposes of roadway access and as a scenic buffer to the park approaches. There would be no adverse effects upon the use areas of the park.

Esthetically, a few small shore pine would be removed, but there are a number of other larger background trees, shrub growth, and sufficient area on the hill slope to allow for a good scenic buffer between the roadway and the urban area. The roadway being abandoned will need to be replaced with earth and grass or ground cover as indicated. There would be no adverse esthetic effects if the project area is properly landscaped.

The proposal would greatly improve the safety and convenience of public vehicular access to Yaquina Bay State Park favorable to the park visitor.

David G. Talbot
State Parks Superintendent

By

Larry Jacobson
Parks Planning Supervisor

LJ:aw

RECEIVED
SEP 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-21 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 27, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: TOPICS Project T-5021(-)
Oregon Coast Highway-Waterline Drive Section
Naterlin Drive
City of Newport

Mr. Bladorn's July 21 letter requested waiver of environmental statement requirements for the subject project. This project involves the use of property from the Yaquina State Park and, therefore, a determination must be made concerning the applicability of Section 4f requirements. For this reason we cannot waive the environmental statement requirement. This matter has been discussed with representatives of your Environmental Section and Mr. Bladorn. If it is possible to show that the requirements of Section 4f are not applicable to this project, justification of this stand should be submitted to this office for our concurrence and at the same time a negative environmental declaration can also be submitted for our concurrence.

It may be possible to show that based on the park development plan the area to be utilized for this project is not included in the development area for the park and, therefore, is not subject to Section 4f requirements.

7-29-71
REFERRED TO
By Asst. State Hwy. Engr

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COUNTY & CITY SECTION
JUL 29 1971
ENGR. COOR. CE R/W UE
UPE CE RE RPE

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JUL 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
TOM EDWARDS

cc: CHASE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

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JUL 21 1971

FOR FILING

OREGON STATE HIGHWAY DIVISION

7888

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

RECEIVED
JUL 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

July 21, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Re: TOPICS Project T-5021( )
Oregon Coast Hwy.-Waterline Drive Sect.
Naterlin Drive
City of Newport

Dear Mr. Simpson:

Waiver of environmental statement for the subject project is requested as provided for by Section 3f(3) of PPM 21-18 dated May 13, 1971.

This project consists of the reconstruction of a short section of the street which curves around sharply at the north end of the Yaquina Bay Bridge to provide access to the waterfront. This street will be moved easterly to provide a wider turning radius so that larger vehicles and vehicles pulling trailers can use this street. At the present time, any vehicle larger than a car or pickup has a very difficult time negotiating the turn and sometimes become wedged in, unable to go forward or back.

This street lies entirely within a small, unused portion of the Yaquina Bay State Park which was cut off from the main park by construction of the Oregon Coast Highway. The rebuilt street will still lie within the park boundaries. The old road will be obliterated and the area will be relandscaped. A few small Shore Pines will be moved to make way for the new route.

Due to the existing short turning radius most northbound vehicles wishing to go to the waterfront continue on into the city causing congestion and unsafe turning movements. With this street open to cars pulling trailers and larger vehicles, the resulting safer and more efficient flow of traffic should outweigh any negative social, economic or environmental impact on the area.

Very truly yours,

R. L. Porter
State Highway Engineer

By RICHARD BLADORN

NOTED
R. L. PORTER

for H. S. Cox
County and City Engineer

RB:ljt
Att.
cc: R. L. Porter
F. B. Klaboe
L. H. Young

Form E-123

ACTION NO. 11-12

TO W. O. OCT 29 1971

FORM PR-1 (REV. 4-61)

9-3-71

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
1	US 101 at N. end Yaquina Bay Br. (Newport)	ADT	8,000	15,300	91	08	Oregon	35	077	59

NATURE OF PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	RSPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
., Dr., H.T. Pave, Landscape						B2		T-	5021	(3)		

FEDERAL FUNDS: TOPICS

URBAN AREA: Newport

COUNTY NAME: Lincoln CODE: 041

ROUTE NO. T | FEDERAL-AID: Primary Type II | STATE: City St. | U.S.

PROGRAM STAGE: [ ] 1 OR [X] 2

PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	1	PE	3	US 101 at N. End Yaquina Bay Bridge (Newport)	0.09	1,500	950	275	275 (City)	PE all phases, Gr., dr., 2 lanes H. T. pave. with curbs, channelization and landscaping.
		ROW		"Ore. Coast Hwy. - Waterline Dr. (Newport) Section"						
	3	CONST (CODE) 6201	3		0.09	23,500	14,900	4,300	4,300 (City)	ROW - 110' min.; Access Control - full; Parking Restrictions - Complete.
		PROJECT TOTALS			0.09	25,000	15,850	4,575	4,575 (City)	

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[✓] UPE [ ] CE [ ] RE [ ] RPE [ ]

PREPARED BY

PROGRAM APPROVAL DATES

OCT 29 1971
FHWA OREGON DIVISION

REMARKS

Preliminary Engineering:
Field Work $1,000
PS&E Prep. 500

-over-

USCOMM DUSCOMM-DC 48858-P61

MONTHLY TRANSACTION NO. 11-12

DATE SUBMITTED TO H. Q. OCT 29 1971

FORM PR-1 (REV. 4-01) 9-3-71

CARD 2 — REPORT NUMBER (19)(20): 1

PROJECT LOCATION (45 typewriter spaces) (21): US 101 at N. end Yaquina Bay Br. (Newport)

ADT: PRESENT 8,000

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) (38): PE, Gr., Dr., H.T. Pave, Landscape (62)

NATL. FOREST (63)(65)

FH ROUTE NO. (66)(68)

SUPV AGCY (69)

DA CLASSIF. (70)

DA AR

CARD 4 — CLASS OF FEDERAL FUNDS: TOPICS

NAME OF URBAN AREA (17-31): Newport

CARD 5	LINE NO. (1)(4)(9)	CHANGE CODE (10)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43)(46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(68)
5	10			1	PE	3	US 101 at N. End Yaquina Bay Bridge (Newport)	0.09	1,500
5					ROW				
5	30			3	CONST (CODE) 6201	3	"Ore. Coast Hwy. - Waterline Dr. (Newport) Section"	0.09	23,500
							PROJECT TOTALS	0.09	25,000

(16)

CARD 1 / CODE 1 — PREPARED BY

1 / 14 — PROGRAM APPROVAL DATES

OCT 29 1971

FHWA OREGON DIVISION

Existing Facilities:
Oregon Coast Hwy. (US 101): 80' curbed section, 4 lane, 2 way.
Waterline (Naterlin) Drive: 26' curbed section, 2 lane, 2 way.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Realignment of Waterline (Naterlin) Drive connection to the Oregon Coast Hwy. (US 101) consisting of grade, drain, channelize 2 lanes high-type pavement with curbs. Remove existing pavement and landscape.

Unusual Circumstances: The right of way presently occupied by Waterline (Naterlin) Drive connection to US 101 and the right of way required for the realignment of this connection is owned by the Oregon State Highway Division and lies within Yaquina Bay State Park. The proposed project is merely a relocation of the facility on state-owned park land. The existing facility will be obliterated and returned by landscaping to a natural condition in keeping with the rest of the park area. This actual area of the park will not be diminished, only rearranged for the benefit of the public, i.e., both pedestrian and vehicular traffic.

Environmental statement and Section 4f requirements are in the process of being accomplished as stipulated under FHWA Division memorandum of July 27, 1971.

Additional Right of Way: None involved (see explanation under unusual circumstances).

Relocation Assistance Payments: None involved.

System Action: Tentative FAP type II system approved by FHWA July 22, 1970.

Railroads, Airports, Water Developments: None involved.

Historical and Recreation Area: See unusual circumstances.

Clearinghouse Approval: State and District 4 exempt under working agreements dated April 28, 1970 and August 7, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8 (see explanation under unusual circumstances).

Control of U
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Data for PR-

LINE DRIVE (NEWPORT) SECTION
O. T-5021(3)

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37 : 100% of project is on FAP Type II System.

regon Coast
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circumstances).

2, 1970.

reements dated

M 20-8 (see explana-

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

DATE: August 12, 1971

CITY: Newport SECTION: Oregon Coast Hwy.-Waterline Drive, Naterlin Drive

PROPOSED WORK: Grading, paving, channelization, & landscaping

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	23,500	14,100	4,700	4,700	
P.E.	1,500	900	300	300	
		FIELD 1,000		P.S.& E. Preparation	500

EXISTING FACILITIES:

Oregon Coast Hwy. - 80' curb to curb, 4-lane, 2-way
Naterlin Drive - 26' curb to curb, 2-lane, 2-way

PROJECT DATA:

Reconstruct Naterlin Drive to increase turning radius off north end of Yaquina Bay Bridge. Provide channelization and landscaping.

PROJECT NO.: T-5021( )
ADDITIONAL RIGHT OF WAY: ~~Yes~~ NO
SYSTEM ACTION: Type II System approved by FHWA July 22, 1970
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: In Yaquina Bay State Park
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: FAP 2 (Oregon Coast Hwy.)
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 4 CLEARINGHOUSE APPROVAL: Exempted August 4, 1970
HEARING: None
ACCESS CONTROL: No access allowed to Naterlin Drive
PARKING RESTRICTIONS: No parking allowed on Naterlin Drive

ADT: 1970 - 8,000
1990 - 15,300

7/6/71
RB:lat

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer
County and City Section

Form E-30

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section Oregon Coast Highway at Naterline Drive (Newport) Date 10 Aug, 1971

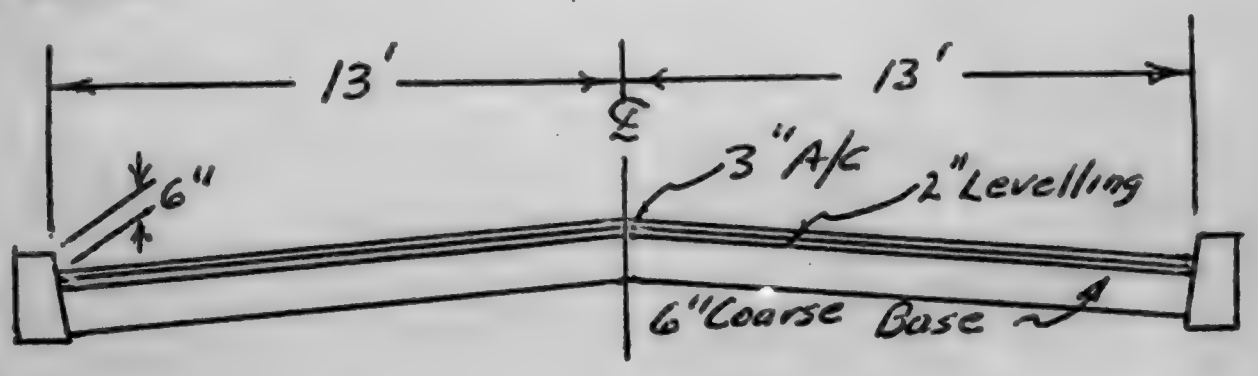
Highway Oregon Coast Authorization No. 1

County Lincoln Region 2 Survey Prefix 21-0603 (Assigned by Salem office)

Description of termini, route, length, etc.:

Southerly terminus is the northerly end of the Yaquina Bay Bridge; northerly terminus is approximately 500 feet northerly therefrom. Survey will include connection area for approximately 500 feet easterly to the existing City street.

Typical Section:



Purpose of survey:

To prepare plans and a cost estimate for improving the intersection of the Coast Highway and S. W. Naterlin Drive.

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UPE ✓ CE ✓ RE ✓ RPE

T-5021(3)

Estimate of cost:

Field Survey	(901)	1,000.
Final Design	(905)	300.
Soils	(910)	100.
Landscape	(912)	100.
Specifications	(921)	100

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $1,600.00

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

W. D. Oliver
Field Engineer

Recommended for Approval:

.....
Division Engineer

Recommended for Approval:

.....
Design Construction Engineer

Approved:

J. R. Kuhn
Ass't State Highway Engineer

State Printing

PROGRAM & PLAN. DIV.
P. E. APPR. 10-29-71 FIELD WORK ONLY
FED. - AID ... STATE .....

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OREGON STATE HIGHWAY DIVISION

7887

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

July 19, 1971

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the July 27 meeting requests for six Federal Aid TOPICS projects from five cities.

Grants Pass is requesting approval of a project to develop an Area-wide TOPICS Plan through the use of a consultant.

Grants Pass, Gresham, Lebanon, Newport, and West Linn are requesting approval of projects for physical improvements, such as: traffic signals, street widening and channelization, brush clearing, and landscaping. The attached summary gives information for each specific project.

The total estimated cost of these projects is $224,355, of which $44,871 is the State's share.

These projects have been investigated and are eligible for funding under the TOPICS program.

I recommend your approval and request authority for the Secretary to sign the project agreements for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

Attach.
cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
V. E. Skoog
F. B. Crandall
H. S. Cox
L. W. Rulien

J. B. Boyd
~~R. D. Asburry~~
C. T. Keasey

RB:lat fn

Form E-123

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1971

SUBJECT: Proposed TOPICS Projects (6)

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached are twelve copies of summaries describing proposed TOPICS projects in Grants Pass (2), Gresham, Lebanon, Newport, and West Linn.

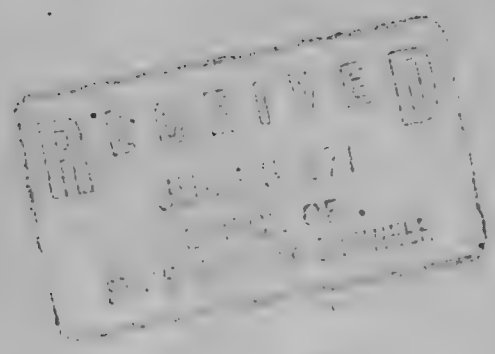
The total amount of TOPICS funds required is estimated to be $224,355 of which $44,871 will be the State's share. Upon Highway Commission approval, approximately 62% of the 1971 TOPICS funds will be obligated and the only city with unobligated 1970 TOPICS funds will be Dallas ($10,407).

If satisfactory, these projects should be presented to the Highway Commission for approval at the July 27, 1971 meeting. A draft of a suggested letter to the Commission is attached.

Richard H. Bladorn

Richard H. Bladorn
Urban Program Engineer
County and City Section

RB:lat
Att.



BP*52475.734

~~SUMMARY, TOPICS FUNDS~~
Fiscal Year 1970 & 1971 Projects

CITY	SECTION	PROGRAMMED AMOUNT	STATE COST
GRANTS PASS	Grants Pass Urban Area Areawide TOPICS Plan	$ 10,355	$ 2,071
GRANTS PASS	4th St.-5th St., Bridge St. Grading, paving, and channelization.	55,000	11,000
GRESHAM	Powell Blvd. @ Hood Ave. Traffic signal.	22,000	4,400
LEBANON	Oak St. @ 2nd St. & Park St. and Grant St. @ Williams St. Traffic signals.	49,000	9,800
NEWPORT	Oregon Coast Hwy.-Waterline Dr. Naterlin Dr.; Grading, paving, channelization, and landscaping.	25,000	5,000
WEST LINN	S. Marylhurst Dr.-10th St., Portland Ave. & 7th Ave. Grading, paving, channelization, & clearing.	63,000	12,600
	TOTAL NEW PROJECTS	$224,355	$44,871

SUMMARY BY FISCAL YEAR	1970	1971	TOTAL
Allocated funds	$2,742,000	$2,730,000	$5,472,000
Approved Projects (corrected to date)	2,742,000	1,469,000	4,211,000
Unprogrammed Balance	0	1,261,000	1,261,000
Proposed Projects: 7/27/71	---	224,355	224,355
Unprogrammed Balance	$ 0	$1,036,645	$1,036,645

Copy in minutes

71-e
7/15/71

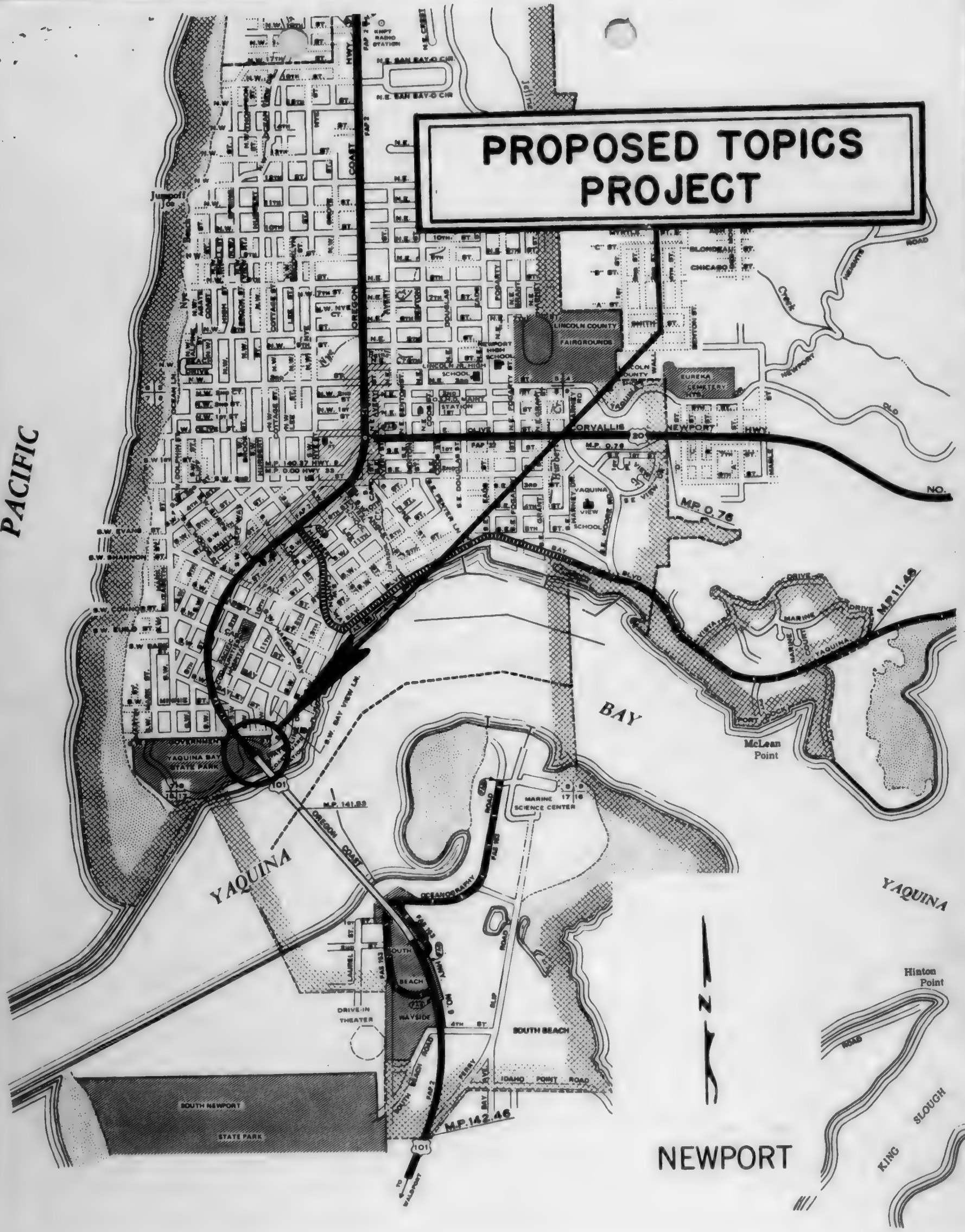
CITY OF NEWPORT
Proposed TOPICS Project

Oregon Coast Highway (FAP 2)-Waterline Drive (FAP Type II) (Newport) Section of Naterlin Drive. Grading, paving, channelization, and landscaping, $25,000.

Reconstruct Naterlin Drive to increase turning radius off north end of Yaquina Bay Bridge. Provide channelization and landscaping.

A public hearing will not be required.

PROPOSED TOPICS PROJECT



NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date June 22, 1971

Name of City City of Newport
Major Street Name S.W. Naterlin Drive
Section Name Oregon Coast Highway (Newport) Section at intersection with S.W. Naterlin Drive

Location of Project (Attach sketch map) Length 500
On Which System? Primary I x Primary II _____ or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? _____ Date PLAN approved: _____; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? yes
Explain This is an improvement to the turnoff at the north end of the Yaquina Bay Bridge and is a section of S.W. Naterlin Drive on State owned right of way.

General description of proposed project: Present turnoff of Bridge to Newport is a 140° turn with only a 15 foot radius. The improvement will have a 50 foot center line radius and be a 180° turn to allow vehicles to negotiate it with greater safety. A second part will regrade and realign to a "T" intersection the roadway coming from under the bridge with S.W. Naterlin Drive.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: _____

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☑ UPE ☐ CE ☐ RE ☐ RPE ☐

2. Type: a. Traffic Control _____
   1. Pretimed _____
   2. Traffic-actuated
      (a.) Full traffic-actuated _____
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated _____

   b. Flashing Beacon _____

Footnotes:

c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two _____
   b. Three _____
   c. Multiple _____

4. Is interconnection for coordination necessary? _____ Remarks: ___
   _____
   _____
   If so, by cable or leased telephone line? _____

5. Type of Suspension:
   a. Mast Arm _____
   b. Span Wire _____
   c. Signal Bridge _____

6. Paint Color Desired: _____

7. Present Signalization: _____
   _____

8. Other Remarks: _____
   _____
   _____

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: _____
   _____
   _____

2. Type: a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III _____
   d. IV _____
   e. V _____

Footnotes:

4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 _____
   d. 700 _____
   e. 1000 _____

5. Luminaire Spacing: _____

6. Maintained Intensity: _____

7. Uniformity Ratio: _____

8. Proposed Mounting Height:
   a. 30 ft. _____
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type:
   a. Wood _____
   b. Steel _____
   c. Aluminum _____

10. Operating Voltage:
    a. 120 _____
    b. 240 _____
    c. 480 _____
    d. Series _____

11. Type of Wiring:
    a. Overhead _____
    b. Underground _____

12. Present Illumination: Supplied by city and consists of two 21,000 M.V. lights.

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: North end Yaquina Bay Bridge

2. Desired Work: Increase radius of off ramp from bridge to S.W. Naterlin Dr. to 50 foot centerline radius and separate opposing traffic by island until longer turn is negotiated. Regrade and realign intersection of Naterlin

3. Typical Cross Section: /with road under bridge/ Standard concrete curbs with 8" rock base and 3" A.C. pavement surface.

4. Curbs? yes If so, a. Type Desired: (Standard, monolithic, rolled, or special) Standard
   b. Exposure 6 inches
   c. Width between curbs variable ft.
   d. Desired curb radius variable ft.

5. Surfacing: A.C. x P.C.C. _____ Oil _____ Other _____

6. Present Typical Cross Section and Surfacing: curbs with A.C. pavement 26 feet of width

7. Traffic Control Signing:
   a. By City at City Expense? _____
   b. By State at City Expense? x
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense? _____
   b. By State at City Expense? x
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length _____ ft.
   b. Width _____ ft.
   c. Type _____
   d. Location: _____

Footnotes: Construction of island will channelize Bay Blvd. vehicles from traffic entering Highway 101 from Bay front.

IV. STRUCTURE DATA:

1. Location: _____
_____
_____

2. Desired Work: _____
_____
_____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____
_____

7. Is a particular type of structure and design desired? _____
Explain: _____
_____
_____
_____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

_____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? _____ ft.
   a. Maximum: 400 ft.
   b. Minimum: 110 ft.

2. Will additional right-of-way be needed? no Explain: State owns area. Property on east side of highway acquired when Yaquina Bay State Park bought & developed on west side of highway. This is former U.S. Light House Reservation.

3. Shall State prepare right-of-way descriptions? not necessary

4. Is a public hearing necessary? no
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? no
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? yes
   Explain: Yaquina Bay bridge lands in former U.S. Light House Reservation which has been developed by O.S.H. Dept. as day use park west of highway. The area east of highway is grassy /slope with

7. Are there any utilities on private property by easements or other arrangements? yes List owner, type, and location: /some native Central Lincoln Peoples Utility District, electric / Pine poles and wires

8. Are utilities on existing right-of-way by? Permit yes or Franchise _____ (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? no Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? no Location: _____

Footnotes:

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

_____

_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____

(1.) Does City wish State to prepare P.U.C. hearing data? _____

(2.) Will P.U.C. application be made by? State _____
City _____

(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

_____

_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 18,000
(Federal + State + City)

2. Estimated Cost of Requested Project $ 16,000

3. Date Match Money is Available: July 1, 1971

4. Will there be any 100% City money? yes
(Non-participation items)

5. Maximum Amount of 100% City Money: $ 1,000

Footnotes: City is improving Naterlin Drive with new asphalt overlay which will increase rideability and width of present oil road, With monies from bond issue to improve bay front access and parking facilities.

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: Preliminary draft completed by Oregon State Regional Traffic Engineer for this area.

2. Existing Conditions Necessitating This Proposed TOPICS Project: Newport's bay front is center of fish processing industry on bay & bay front is large tourist attraction. North bound traffic on bridge cannot safely negotiate abrupt turn off from bridge to Naterlin Dr. to reach bay front. This creates traffic congestion at Hurbert St. Signal by bay front traffic unnecessarily having to come up town to reach Canyon Way approach to bay front.

3. This Project Would Accomplish the Following: Increase safety for vehicles wishing to turn from bridge to go to Newport bay front via Naterlin Dr. Increase safety of intersection of Naterlin Dr. and loop road under bridge by increasing site distances both horizontally and vertically. Reduce congestion at S.W. Hurbert and 101 signal.

This application is not complete unless a sketch map showing the location of the project is attached.

The Newport City Council on the 21st day of June, 19 71, adopted Resolution No. 1609 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By Donald A Davis City Mgr.

By _____

T-1-69
(rev. 12-70)

NEGATIVE DECLARATION

This project is located at the north end of the Yaquina Bay bridge on Highway 101 in Newport. The present off-lane for north bound traffic crossing the bridge wishing to turn right to go to the Newport bay front must negotiate a 140-degree turn, which has a 15-foot turning radius, and drops rapidly in grade as the curve is traveled. Also, there is no separation from the opposing traffic coming from the bay front that is entering the north bound lanes on Highway 101.

The second section of the project is the intersection of S. W. Naterlin Drive and the road that carries traffic under the bridge to the Yaquina Bay Park, and for traffic wishing to be south bound on Highway 101. This intersection at present has very poor visibility, due to adverse grades for opposing traffic.

This TOPICS project proposes to correct these two safety problems by lengthening the radius of the curve as one leaves the bridge to 50 feet, reducing the grade of the turning lane, and placing an island between the opposing traffic lanes. The second area of improvement at the intersection of S. W. Naterlin Drive and the park road, will be corrected by establishing a "T" intersection, removing some existing pavement, and re-grading the approaching traveled surface, so that they more nearly coincide in grade for visibility purposes.

The Yaquina Bay bridge was constructed in the mid-thirties by the Oregon State Highway Department, and its north abutment landed in the United States Light House Reservation. The Oregon State Highway Department subsequently acquired the Light House Reservation, and has converted the area southwesterly of the highway into a day-use park facility. The small triangular piece left on the northeast side of the highway has native shore pine, Scotch broom, and native grass areas. It will be necessary in constructing the realignment to remove some of the native shore pine that range in height to approximately 15 feet. However, in the island area that is to be established in the project, native huckleberry, kinnikinnick, and other ground covers would be planted to enhance the beauty of the area. The present asphalt roadway area to be abandoned would be replaced with earth and planted to either grass or a ground cover. The total effect of the project after its completion would not effect the aesthetic appearance of the entrance to Newport as you leave the bridge headed northerly. The improvements in traffic safety outweigh any loss of the few shore pine that would need to be removed. No additional right-of-way is required to be acquired for the project. There would be no displacement of people or an increase in air or water pollution for the area.

RECEIVED
COUNTY & CITY SECTION
JUL - 1 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Newport's water front is a major tourist attraction, and is visible to the car occupant crossing the Yaquina Bay bridge in the northerly direction. The ability of the person traveling north to reach the Newport water front immediately upon leaving the Yaquina Bay bridge would reduce traffic congestion in the uptown area of Newport at the S. W. Hurbert St. signal on Highway 101. This intersection presently handles the majority of the north bound tourist traffic wishing to visit Newport's bay front areas. This is due to the inability of these people to negotiate the hazardous turn-off that presently exists at the north end of the Yaquina Bay bridge.

T.

C E R T I F I C A T I O N

STATE OF OREGON)
)
COUNTY OF LINCOLN) ss.
)
CITY OF NEWPORT)

I, Patricia A. Plunkett, City Recorder for the City of Newport, Lincoln County, Oregon, do hereby certify that the attached is a full, true and correct transcript of _____ City Council Resolution No. 1609 _____,

_____,

and of the whole thereof.

Witness my hand this 29th day of June, 1971.

Patricia A Plunkett
Patricia A. Plunkett
City Recorder

RECEIVED
COUNTY & CITY SECTION
JUL - 1 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

RESOLUTION NO. 1609

WHEREAS, the Newport City Council and City Planning Commission have adopted a TOPICS II Road System for the City of Newport; and

WHEREAS, the Oregon State Highway Department and the United States Bureau of Public Roads have approved this TOPICS II Road System; and

WHEREAS, the city has contracted with the Oregon State Highway Department to prepare an Area-Wide TOPICS Plan; and

WHEREAS, this plan is substantially completed and ready for printing; and

WHEREAS, in this plan, the improvement of the off-ramp for north-bound traffic from the Yaquina Bay Bridge on Highway 101 is a high-priority project;

NOW THEREFORE, BE IT RESOLVED,

That the Newport City Council approves the submission of a TOPICS application for the improvement of the off-ramp for north-bound traffic on Highway 101 at the north end of the Yaquina Bay Bridge to facilitate safer egress from Highway 101 to S. W. Naterlin Drive, by the construction of a de-acceleration lane and a larger turning radius than is presently constructed at the site.

Passed by the Council this 21st day of June, 1971.

Approved by the Mayor this 21st day of June, 1971.

RECEIVED
COUNTY & CITY SECTION
JUL - 1 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Jean E. Schriner
Council President

ATTEST:

Patricia A. Plunkett
City Recorder

S.W. 12TH ST.
CASES ADD
BAYLEY'S 3RD
S.W. 11TH ST
S.W. 10TH ST
GOVERNMENT
OREGON
100'
PCS.
110'
COAST HWY
STA 103+76.6
WHITE STRIPE
YELLOW STRIPE
NEW CURB
NEW PAVEMENT
REMOVE PAVEMENT
REMOVE & LOWER PAVEMENT

N
9.W. 12TH ST.
S.W. NATER-IN DR.
VIRGINIA BANK BOUNDARY
ENTST. UNDG ELEC.
40'R
60'R
110'
130'
VIRGINIA BAY BRIDGE
HWY
E STRIPE
OW STRIPE
CURB
PAVEMENT
OVER PAVEMENT
OVER & LOWER PAVEMENT
CITY
S.W. NATERLIN
SCALE 1"=80'
DSGN
DRWG D.E.C. D.F.
CHKD

RECEIVED
COUNTY & CITY SECTION
JUL - 1 1971
☐ ENGR. ☐ C.O.R. ☐ [illegible] ☐ SE
☑ UPE ☐ CE ☐ ME ☐ RPE ☐

CITY OF NEWPORT

S.W. NATERLIN DR. RELOCATION

SCALE 1"=80'	DATE 6-15-'71		
DSGN	REVISION:	SHT 1	1
DRWG D.E.C. D.F.		NO ⇨	
CHKD		OF 1	

TOPS

CITY OF NEWPORT

810 S.W. ALDER STREET

NEWPORT, OREGON, 97365

(503) 265-5331

OFFICE OF THE CITY MANAGER

August 5, 1970

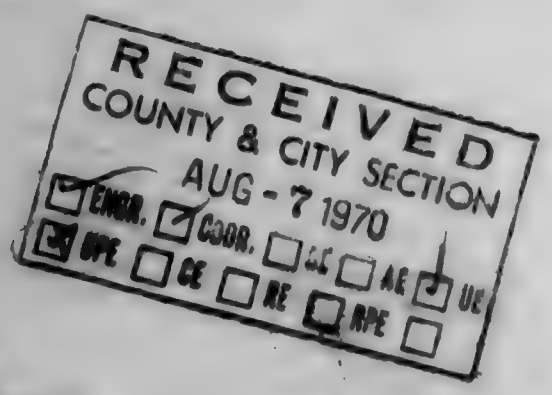
Mr. Richard Bladorn
Urban Program Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Bladorn:

The City of Newport has a project that involves improving the access off of the Yaquina Bay bridge to the bay front. It appears to me that the TOPICS Program should be available for the top part of this project.

At present the access to the bay front from the bridge is a 270-degree turn that is very difficult even for passenger cars to utilize. When Newport's north jetty was extended in 1966, the trucks hauling rocks from the Siletz quarry went under the north end of the Yaquina Bay bridge and turned and went down the hill towards the Coast Guard station, in hauling all the rock for the jetty. They were unable to navigate a turn that existed to go to the bay front, and the State removed 50 to 60 feet of the concrete guard rail that had been placed at the time of the erection of the bridge, and an easier turn was constructed for them.

It is the reconstruction of this triangular area where traffic goes and comes from the bay front, and the reconstruction of a turn off the bridge that I feel meets TOPICS criteria. I am enclosing a diagram of the project. If you feel this project does meet the criteria for the TOPICS II program, the city would like to file this as one of our priority jobs.



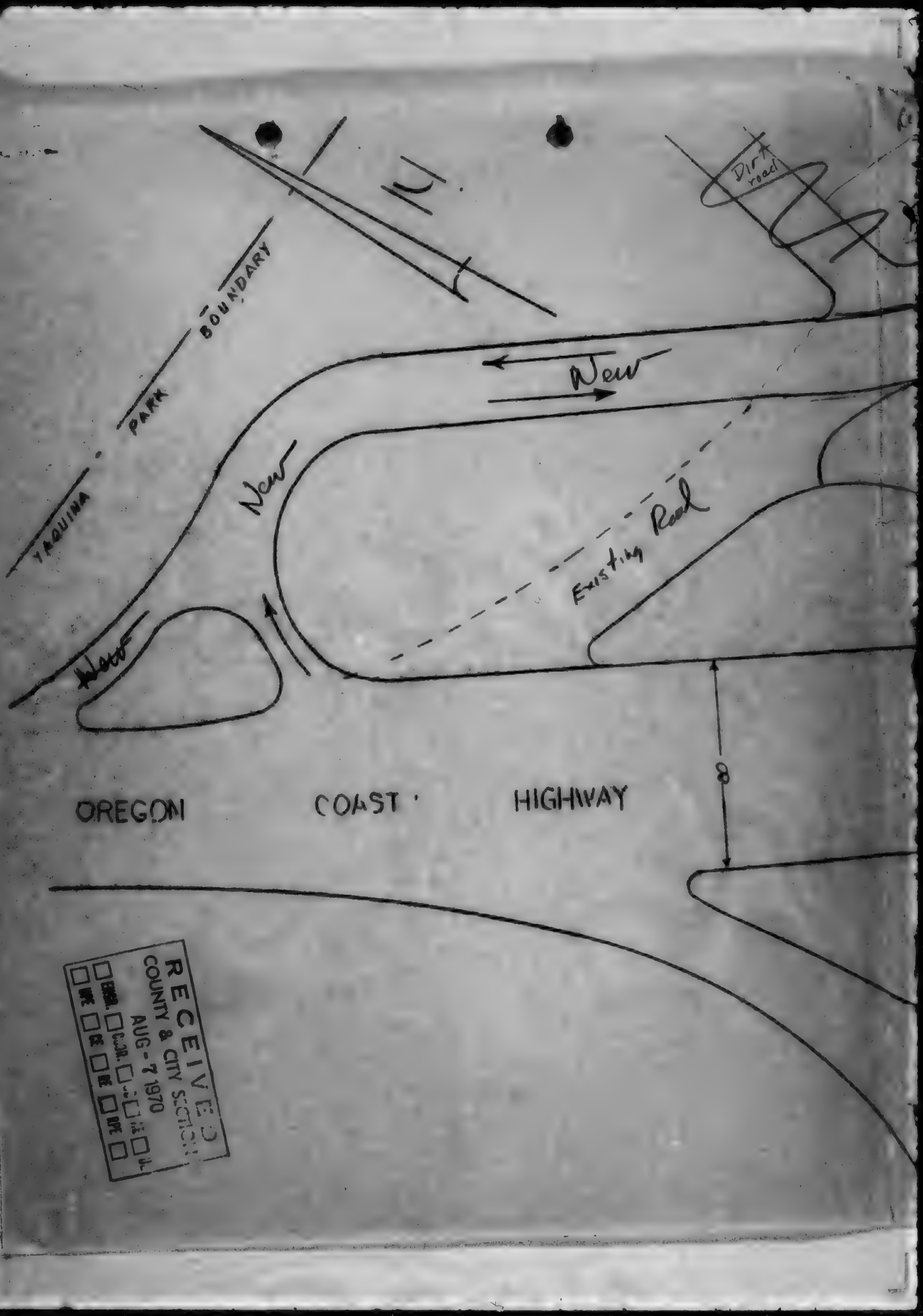
Very truly yours,

CITY OF NEWPORT

Donald A. Davis
City Manager

DD:ms

enclosure



RECEIVED
COUNTY & CITY SECTION
AUG - 7 1970

Dirt road

New

Existing Road

YAQUINA

HIGHWAY 8

End project

YAQUINA BAY BRIDGE

CITY OF NEWPORT

SCALE 1"-40'
NOV. 21, 1968

NORTH
ALL LINES APPROX.
(UNCONTROLLED AERIAL MOSAIC)

YAQUINA BAY ST
LINCOLN CO
SCALE : 1" = 20

YAQUINA BAY STATE PARK
LINCOLN COUNTY
SCALE : 1" = 200FT.±

7864

Contract # 7889

15

PRO 4-3

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE January 28, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rullen
Project Management Engineer

SUBJECT Assessment and Project Category
Succor Creek Bridge (Idaho Line-Sheaville) Sect.
I.O.N.
Malheur County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
G. N. Hopkins
D. E. Swan
B. L. Gifford ✓
Region 5 (W. E. Schwartz)
District 14 (C. K. Ansell)

APPROVED
E.S.H.
E. S. Hunter
Date 1-29-75

RECEIVED
JAN 29 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BEN GIFFORD

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date December 26, 1974

A. PROJECT IDENTIFICATION BRS-23-018(-)

Name of Project Succor Creek Bridge (Idaho Line-Sheaville Section)
(Section)

Location of Project - I.O.N. (Highway Name) Oregon 456 (Highway No., US - ORE)

18 mi. N. Jordan Valley (City) Malheur (County) 5 (Region)

Program SBRP (Funding) $225,000 (1974) (Estimated Cost) 123-445 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace the existing bridge with a new structure.

Origin and History: The existing bridge is narrow and does not meet current design standards. Stringers are cracked and need to be replaced. Some posts are severely damaged.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

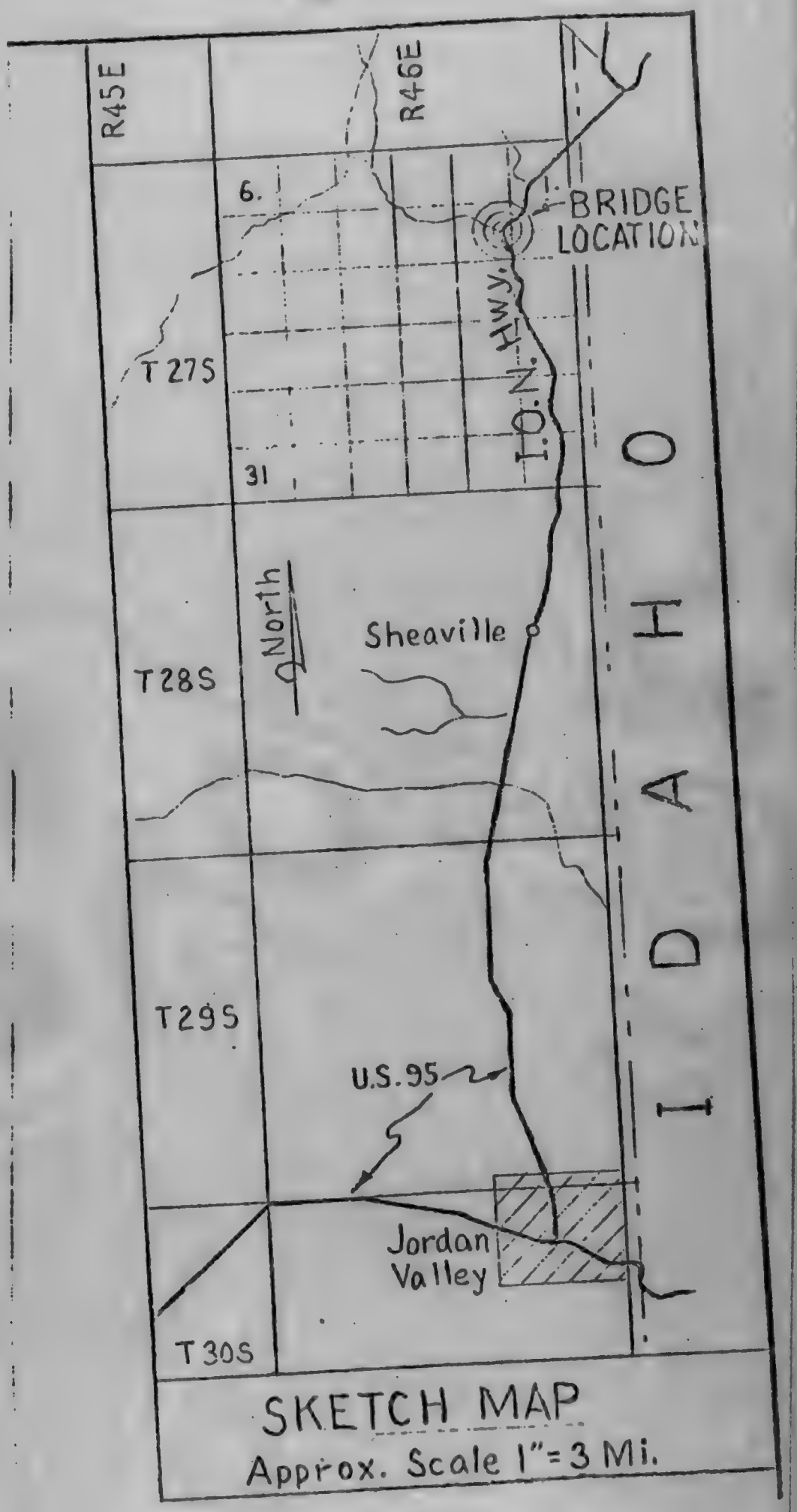
Length

Termini The Succor Creek Bridge is located about 18 miles north of Jordan Valley (pop. 200) at Milepost 2.61.

Alignment (new or existing) Existing.

CATEGORY 3 PROJECT

Form (2)9-74



SKETCH MAP

Approx. Scale 1"=3 Mi.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing right of way abuts unimproved grazing land north of the bridge and pasture south of the bridge.

Typical Section Proposed bridge would have two : travel lanes with shoulders.

Bikeway Not included in project.

Structures Bridge would be about 44 feet wide and 150 feet long. Structure would consist of precast concrete slabs.

Additional Facilities

Access Control One way traffic during construction to be controlled by flagmen.

Materials Rip-rap may be required for slope protection. Several sources are near the project, but none have been designated.

Borrow and Waste Disposal Old bridge materials to be disposed of by contractor.

Special Construction Methods Bridge will be constructed one lane at a time in order that one lane will be available to traffic during the construction period.

Characteristics (ADT) 1972 ADT - 750 vehicles

1992 projected ADT - 1,200 vehicles

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: [ ] Yes [X] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Study indicates a greater need to replace existing structure, which therefore precludes consideration, implementation or other alternatives.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) N/A

Public Hearing(s) Schedule: [X] Not Required [ ] Required

Type _____ Tentative Date(s) _____

A-95 Review: [X] Not Required [ ] Required

Date Submitted _____ Date Received _____

Expected Coordination with Local, State and Federal Agencies N/A

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation N/A

F. STATUS OF PROJECT DEVELOPMENT

OSHD Status	Date	FHWA Status	Date
☐ Survey Authorization		☐ Systems Planning	
☐ Reconnaissance		☐ Prel. Engineering	
☐ Field Location		☐ Corridor Approval	
☐ Office Location		☐ Design Approval	
☐ Field Prel. Design		☐ Plans, Specifications and Estimates Approval	
☐ Office Prel. Design			
☐ Final Design			
☐ Contract Plans			

Bridge Design - Salem

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) The project area is situated within a semi-arid region at an elevation of about 4,000 feet msl. The average annual precipitation is probably between 8 inches and 11 inches, most of which occurs during the winter and early spring. Temperatures in the project area are probably similar to those of Danner (el. 4,390). January temperatures at that station average 27.3°F.; July temperatures average 69°F. Native vegetation is predominately Big Sagebrush (Artemesia tridentada). Willows (Salix spp.) are common along the creek. Succor Creek drains an area of 79 square miles at the bridge site. The highest flood peak on record in the vicinity of the bridge is 5,050 cfs in March of 1972. The proposed bridge is designed on the basis of a 50 year peak flow of 3,890 cfs. During late summer the creek is characterized by a series of small interconnected near-stagnant pools. This period of low water and high temperatures restricts fish species to rough-fish types (i.e., squawfish, suckers, carp, chub, etc.) No gamefish are common in Succor Creek.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The land in the vicinity of the project is primarily grazing land. There are no near-by industries or activities that would promote noise and air pollution. The archeological potential of this area is largely unknown, however, the proposed project is of such limited scope that it is doubtful that archeological resources would be disturbed. No utilities conflict with proposed plans.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

No additional right-of-way is required.

Consequences:

2. Estimated Changes in Traffic Patterns:

One-way traffic during construction, otherwise no significant change.

Consequences:

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None anticipated.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None anticipated.

Consequences:

6. Preliminary Idenfification of Areas of Critical Environmental Concern:

No areas of critical concern have been identified.

7. Potential for Controversial Issues:

None identified.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

N/A

b. Noise Standards

N/A

c. Water Quality Standards

N/A

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:
  MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
  AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
  MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

OTHER -

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other _____

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.

7889

J

December 4, 1974

United States Fidelity &
Guaranty Co.
100 W. Harrison Plaza
Seattle, WA 98119

Gentlemen:

On November 20, 1974, we wrote to you concerning release of final payment on Contract No. 7889 awarded to L. W. Vail Company, Inc. for work on the Idaho Line-Shoreville Section of the I.S.H. Highway in Malheur County.

Final payment on this contract is $22,170.58 and the total contract amount is $497,112.03 including $5,473.67 for work performed under force account.

Very truly yours,

C. V. Hood
CONSTRUCTION SERVICES

vw

cc: L. W. Vail Company, Inc.
P. O. Box 847
Parma, ID 99501

United States Fidelity &
Guaranty Co.
Portland Office
520 S.W. 6th Avenue
Portland, OR 97204

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacak
W. E. Schwartz

7889

FORM E-1 (REV 10-67)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Idaho Line - Sheaville	WEEK ENDING: December 1, 1973	
	SECTION PREFIX: 123-1122-900	
HIGHWAY: I.O.N.	COUNTY: Malheur	
NAME OF JOB: Idaho Line - Sheaville	KIND OF WORK: Paving	
CONTRACTOR: L. W. Vail Co., Inc.	CONTRACT NUMBER: 7889	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 30, 1973	DATE WORK STARTED: September 11, 1973	ESTIMATED COMPLETION DATE: June 1, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 125	CALENDAR DAYS USED 129
PROJECT AUTHORIZATION: $591,879.80	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 102
EXCLUSIVE OF ENGINEERING: $544,946.60	ENGINEERING AUTHORIZATION $46,933.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 32
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $544,946.90	ENGINEERING COST TO DATE $11,019.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 29
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . . . 23 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		13.3			13.3
MILES PARTIALLY COMPLETED		0			0
MILES COMPLETED		0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)		15,000 ton			51,900 tons
TOTAL QUANTITIES CORRECTED TO DATE		15,000 ton			51,900 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		0			1,784 tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

NOTED
U. S. [illegible]

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	No report on weather			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

NOTED
U. S. [illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

SIGNED P. F. Burnett LOCATION Ontario, Oregon

P. F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on November 15, 1974, I accepted the following:

Contract No. 7889, Work Completed August 12, 1974

Project Idaho Line-Sheaville

Highway I.O.N. County Malheur

Type of Work Paving

Contractor L. W. Vail Co., Inc.

Contract No. 8023, Work Completed September 20, 1974

Project Cannon Beach (Spruce & 1st Streets)

Highway City Streets County Clatsop

Type of Work Grading and Paving

Contractor Palmberg Paving Co., Inc.

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on November 16, 1974, I accepted the following:

Contract No. 7986, Work Completed September 26, 1974

Project Marquam Bridge-S.W. Spring Garden Street

Highway Pacific County Multnomah

Type of Work Headlight Glare Shield

Contractor F. G. Scott Construction Co.

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on November 18, 1974, I accepted the following:

Contract No. 7846, Work Completed November 19, 1973

Project Ava Ave.-E. Burnside Street (Gresham)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 14, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO F. B. Klaboe
Administrator and
State Highway Engineer

FROM C. T. Keasey
for Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7889, Work Completed August 12, 1974

Project Idaho Line-Sheaville

Highway I.O.N., County Malheur

Type of Work Paving

Contractor L. W. Vail Co., Inc.

Recommended Acceptance Date November 15, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RECEIVED
STATE HWY ENGR
NOV 18 74
REFER TO
FOR
Inves R/D D/R Sign Act

7889

July 15, 1974

L. N. Vail Company, Inc.
P.O. Box 847
Pasco, WA 99301

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7889 for work on the Idaho Line-Sheaville Section of the I.O.N. Highway in Malheur County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 17 days is granted--7 days for remobilization in August 1973 after the Operator's labor dispute was resolved, plus the 10 days your requested for less productive replacement time counted in November 1973.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
W. E. Schwartz

JAB:fr dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7931 Contractor L. K. Comstock and Company, Inc.

Highway The Dalles-California

Section Greenwood and Franklin Aves (Bend)

Kind of Work Traffic Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows: Recommendation is made that a total of 8 days extension be granted to cover additional time required to perform work incidental to:

(1) Relocating of signal heads to accommodate directional signing (EWO #3).
(2) Delay caused by P.P.L. lines not cleared from work area.
(3) Change in detector loop configuration and feed points (PA #2).
(4) Relocation of conduit and replacement of sidewalk under EWO #2.

Recommend 11 days on above reasons.

Recommended for Approval:

Robert H. Landmann
Regional Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7931
Project designation	T-5005(5) (State-Federal)
Date awarded	September 7, 1973
Work started	October 18, 1973
Per cent completed	100 4/23/74 (Date)
No. of Calendar days Allowed	200
No. of Calendar days Used	208
No. of Added Calendar days Requested	XX 20*

*Includes all time requests on this contract.

EP*0780S-734

B-220 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 5/8/74, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to ~~207~~220 days, within which to complete our Contract No. 7931, without the assessment of liquidated damages. The said contract is described as follows:

Greenwood & Franklin Aves., Bend, OR

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Installation of traffic signal standard @ 3rd & Franklin had to be delayed until Pacific Power & Light could relocate existing overhead power lines.

Respectfully submitted,

L. K. Comstock & Co., Inc.
Kern Division

Contractor

By Guy Moore
Guy Moore, Coordinator

CONSENT OF SURETY

Date May 14th., 1974

We, SEABOARD SURETY COMPANY, A New York Corporation authorized to do business in the State of Oregon with an office at 90 William Street, New York, New York, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

SEABOARD SURETY COMPANY

BY: Eleanor Doudera

ELEANOR DOUDERA, Attorney-in-fact

(SEAL)

Resident Agent

Certified Copy

SEABOARD SURETY COMPANY

HOME OFFICE

No. 6964

NEW YORK, NEW YORK

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That SEABOARD SURETY COMPANY, a corporation of the State of New York, has made, constituted and appointed and by these presents does make, constitute and appoint **Walter J. Brooks or Eleanor Doudera or Richard F. Ferrucci or James F. Joyce or James A. Lee or William F. Mullen, Jr. or Edward F. Munson or Wm. R. Towne, II or Michael A. Verdrose,----------**

of **Brooklyn, New York,**
its true and lawful Attorney-in-Fact, to make, execute and deliver on its behalf insurance policies, surety bonds, undertakings and other instruments of similar nature as follows: **Without Limitations.**

Such insurance policies, surety bonds, undertakings and instruments for said purposes, when duly executed by the aforesaid Attorney-in-Fact, shall be binding upon the said Company as fully and to the same extent as if signed by the duly authorized officers of the Company and sealed with its corporate seal; and all the acts of said Attorney-in-Fact, pursuant to the authority hereby given, are hereby ratified and confirmed.

This appointment is made pursuant to the following By-Laws which were duly adopted by the Board of Directors of the said Company on December 8th, 1927, and are still in full force and effect:

ARTICLE VIII, SECTION 1:

"Policies, bonds, recognizances, stipulations, consents of surety, underwriting undertakings and instruments relating thereto. Insurance policies, bonds, recognizances, stipulations, consents of surety and underwriting undertakings of the Company, and releases, agreements and other writings relating in any way thereto or to any claim or loss thereunder, shall be signed in the name and on behalf of the Company

(a) by the President, a Vice President or a Resident Vice President and by the Secretary, an Assistant Secretary, a Resident Secretary or a Resident Assistant Secretary; or

(b) by an Attorney-in-Fact for the Company appointed and authorized by the President or a Vice President to make such signature; or

(c) by such other officers or representatives as the Board may from time to time determine.

The seal of the Company shall if appropriate be affixed thereto by any such officer, Attorney-in-Fact or representative."

IN WITNESS WHEREOF, SEABOARD SURETY COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereunto affixed and duly attested by its Assistant Secretary, this 18th day of August, 19 72.

Attest:

SEABOARD SURETY COMPANY,
By

(Seal) Richard H. Lewis
Assistant Secretary

W. S. Wehrell
Vice-President

STATE OF NEW YORK
COUNTY OF NEW YORK } ss.:

On this 18th day of August, 19 72, before me personally appeared W. S. Wehrell Vice-President of SEABOARD SURETY COMPANY, with whom I am personally acquainted, who, being by me duly sworn, said that he resides in the State of New Jersey; that he is Vice-President of SEABOARD SURETY COMPANY, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of the said Company; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Company; and that he signed his name thereto as Vice-President of said Company by like authority.

State of New York, No. 24-7104540
Qualified in Kings County
Certificate filed in New York County
Commission Expires March 30, 1974

(Seal)

Violet Johnson
Notary Public

CERTIFICATE

I, the undersigned Assistant Secretary of SEABOARD SURETY COMPANY do hereby certify that the original Power of Attorney of which the foregoing is a full, true and correct copy, is in full force and effect on the date of this Certificate and I do further certify that the Vice President who executed the said Power of Attorney was one of the Officers authorized by the Board of Directors to appoint an attorney-in-fact as provided in Article VIII, Section 1, of the By-Laws of SEABOARD SURETY COMPANY.

This Certificate may be signed and sealed by facsimile under and by authority of the following resolution of the Board of Directors of SEABOARD SURETY COMPANY at a meeting duly called and held on the 25th day of March 1970.

"RESOLVED: (2) That the use of a printed facsimile of the corporate seal of the company and of the signature of an Assistant Secretary on any certification of the correctness of a copy of an instrument executed by the President or a Vice-President pursuant to Article VIII, Section 1, of the By-Laws appointing and authorizing an attorney-in-fact to sign in the name and on behalf of the company surety bonds, underwriting undertakings or other instruments described in said Article VIII, Section 1, with like effect as if such seal and such signature had been manually affixed and made, hereby is authorized and approved."

by its Vice-President, and its corporate seal to be hereunto affixed and duly attested by its Assistant Secretary, this 18th day of August, 19 72.

Attest:

SEABOARD SURETY COMPANY,
By

(Seal) Richard H. Lewis
Assistant Secretary

W. S. Wehrell
Vice-President

STATE OF NEW YORK
COUNTY OF NEW YORK } ss.:

On this 18th day of August, 19 72, before me personally appeared W. S. Wehrell Vice-President of SEABOARD SURETY COMPANY, with whom I am personally acquainted, who, being by me duly sworn, said that he resides in the State of New Jersey; that he is Vice-President of SEABOARD SURETY COMPANY, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of the said Company; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Company; and that he signed his name thereto as Vice-President of said Company by like authority.

State of New York, No. 24-7104540
Qualified in Kings County
Certificate filed in New York County
Commission Expires March 30, 1974

(Seal)

Violet Johnson
Notary Public

CERTIFICATE

I, the undersigned Assistant Secretary of SEABOARD SURETY COMPANY do hereby certify that the original Power of Attorney of which the foregoing is a full, true and correct copy, is in full force and effect on the date of this Certificate and I do further certify that the Vice President who executed the said Power of Attorney was one of the Officers authorized by the Board of Directors to appoint an attorney-in-fact as provided in Article VIII, Section 1, of the By-Laws of SEABOARD SURETY COMPANY.

This Certificate may be signed and sealed by facsimile under and by authority of the following resolution of the Board of Directors of SEABOARD SURETY COMPANY at a meeting duly called and held on the 25th day of March 1970.

"RESOLVED: (2) That the use of a printed facsimile of the corporate seal of the company and of the signature of an Assistant Secretary on any certification of the correctness of a copy of an instrument executed by the President or a Vice-President pursuant to Article VIII, Section 1, of the By-Laws appointing and authorizing an attorney-in-fact to sign in the name and on behalf of the company surety bonds, underwriting undertakings or other instruments described in said Article VIII, Section 1, with like effect as if such seal and such signature had been manually affixed and made, hereby is authorized and approved."

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Company to these presents this 14 day of May, 1974.

SEABOARD SURETY COMPANY · 1927 · STATE OF NEW YORK

Karen Hayes
Assistant Secretary

Form 937 (Rev. 7-71)

SEABOARD SURETY COMPANY

HOME OFFICE: NEW YORK, N. Y.

Financial Statement—June 30, 1973

ASSETS		LIABILITIES	
*Stocks and Bonds	$56,355,438.68	Reserve for Unearned Premiums . .	$12,856,813.00
Cash in Office & Banks . .	1,012,170.35	Claim Reserves	5,798,796.00
Accrued Interest & Dividends	380,123.94	Other Reserves	9,241,412.57
Outstanding Premiums . . .	1,959,355.16	Capital Stock	2,500,000.00
Accounts Receivable	200,938.17	Surplus	29,511,004.73
Total Admitted Assets . .	$59,908,026.30	Total Liabilities	$59,908,026.30

* Bonds and Stocks are valued on basis approved by National Association of Insurance Commissioners.
Securities carried at $2,272,943.17 in the above statement are deposited for the purposes required by law.

STATE OF NEW YORK
COUNTY OF NEW YORK } ss.:

I, H. M. FROST, President of SEABOARD SURETY COMPANY, do hereby certify that the foregoing is a full, true and correct copy of the Financial Statement of said Company, as of June 30, 1973.

IN WITNESS WHEREOF, I have signed this statement at New York, New York, this 14 day of May, 1974.

SEABOARD SURETY COMPANY 1927 STATE OF NEW YORK

H M Frost
President

Form 187

STATE OF NEW YORK,
COUNTY OF Kings } ss.:

On the 14 day of May in the year 1924 before me personally came

ELEANOR DOUDERA, to me known, who, being by me duly sworn, did depose and say that he resides in L.I. N.Y., N. Y.; that he is the Attorney-in-Fact of the SEABOARD SURETY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order; and the affiant did further depose and say that the Superintendent of Insurance of the State of New York, has, pursuant to Section 327 of the Insurance Law of the State of New York, issued to Seaboard Surety Company his certificate of qualification, evidencing the qualification of said Company and its sufficiency under any law of the State of New York as surety and guarantor, and the propriety of accepting and approving it as such; and that such certificate has not been revoked.

Frances Barba

Form FHWA 121 (Rev. 6-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 10, 1974

In reply refer to: 10-41-B4

SUBJECT: Oregon Project T-5005(5)
Greenwood & Franklin Ave. (Bend) Section
Contract Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in an eleven-day extension of contract time on the subject project as explained in Mr. H. S. Coulter's letter of July 8, 1974.

D. K. Hosmer
for G. L. Green

RECEIVED
JUL 12 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
Jul 11 '74
REFER TO Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
A. E. JOHNSON

7-12-74
cy Const.
Williams
Gallagher

cc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. M. Williams
V. L. Gallagher

OREGON STATE HIGHWAY DIVISION

July 8, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM ORIGINAL SIGNED BY H. S. COULTER
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request
Greenwood & Franklin Ave. (Bend) Section
F.A. Project No. T-5005(5)
Contract 7931

L. K. Comstock and Company, Inc., contractor for this traffic signal installation project, has requested an additional 20 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites work added to the contract by three orders and relocation work performed by a utility company as delaying the project completion.

The contract was awarded September 7, 1973, with 200 calendar days allotted to complete the work. On April 23, 1974, the work was completed with 208 calendar days charged.

Extra work delayed the project completion by approximately ten days. Raising the pole-mounted vehicle signals (Extra Work Order 8) caused a one-day delay; changing the detector loops (Price Agreement 2) delayed completion seven days; and relocating conduit (Extra Work Order 2) delayed completion an additional two days. Project completion was delayed approximately one day due to the necessity of rescheduling erection of one pole. Erection of the pole could not be performed until Pacific Power & Light Company raised their lines to provide adequate clearance. Total delay to the project completion for all reasons was therefore eleven calendar days.

Your concurrence is requested in an eleven-day extension of contract time which would delete all liquidated damages that accrued at the rate of $75 per day, or $600.

JAB:fr ia

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 3, 1974

FILE NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Time Extension Request
Greenwood & Franklin Ave. (Bend)
F.A. Project No. T-5005(5)
Contract No. 7931

L. K. Comstock and Company, Inc., contractor for the subject traffic signal installation project, has requested an additional 20 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites work added to the contract by three orders and relocation work performed by a utility company as delaying the project completion.

The contract was awarded September 7, 1973, and allotted 200 calendar days to complete the work. On April 23, 1974, the work was completed with 208 calendar days charged.

Extra work delayed the project completion by approximately ten days. Raising the pole mounted vehicle signals (E.W.O 8) caused a one-day delay; changing the detector loops (P.A. 2) delayed completion seven days; and relocating conduit (E.W.O. 2) delayed completion an additional two days. Project completion was delayed approximately one day due to the necessity of rescheduling erection of one pole. Erection of the pole could not be performed until PP & L raised their lines to provide adequate clearance. Total delay to the project completion for all reasons was therefore eleven calendar days.

Based on the above, I recommend that the contractor be granted an eleven-day extension of contract time which would waive all liquidated damages that accrued at the rate of $75 per day for a total of $600.

This is a TOPICS project and the concurrence of the FHWA will be required in any adjustment of the contract time. A rough draft letter requesting FHWA approval is attached.

JAB:WR:fr
Att.
cc: V. L. Gallagher

RECEIVED
JUL 8 1974
Office of
Assistant State Highway Engineer

OREGON STATE
HIGHWAY DIVISION

7889

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 17, 1973

L. W. Vail Company, Inc.
P. O. Box 847
Ponce, Washington 99301

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7889 for paving on the Idaho Line-Shawville Section on the I.O.N. Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc U. S. Fidelity & Guaranty Co.
100 W. Harrison Plaza
Seattle, Washington 98119

U. S. Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
P. F. Burnett

5

7889

May 1, 1973

L. W. Vail Company, Inc.
P. O. Box 847
Pasco, Washington 99301

Gentlemen:

The State Highway Commission on April 30 awarded to you State Highway Contract No. 7889 in the amount of $516,700 on the Idaho Line-Ontario Section of the I.O.N. Highway in Malheur County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Beal, Secretary
OREGON STATE HIGHWAY COMMISSION

bs

bc C. T. Kenney
Walt Hart
W. E. Schwartz
F. F. Burnett
L. H. Young
Attn: Vince Gallagher

7890

February 15, 1974

The Travelers Indemnity Company
Fidelity & Surety Department
720 Main Street
Hartford, CT 06108

Gentlemen:

Contract No. 7890 awarded to J. C. Compton Company for work on the Nedonna Beach Rd.-Barview Section of the Oregon Coast Highway in Tillamook County was completed on August 17, 1973, and accepted by the Transportation Commission on February 11, 1974.

Final payment in the amount of $2,000 will be released to the contractor after February 21, 1974. The total contract amount is $278,360.93 including $2,217.44 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

js

cc: J. C. Compton Company
P. O. Box 86
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacak
C. O. Fredrickson

7890

February 13, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7890, Work Completed Aug. 17, 1973

Project Nedonna Beach Rd. - Barview

Highway Oregon Coast, County Tillamook

Type of Work Paving

Contractor J. C. Compton Co.

Recommended Acceptance Date February 11, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on February 27, 1974 for your formal consurrence.

bc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
V. Gallagher, File

VG:cm

7890 S

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Nedonna Beach Road - Barview		WEEK ENDING: February 9, 1974
		SECTION PREFIX: 29-1122-900
HIGHWAY: Oregon Coast		COUNTY: Tillamook
NAME OF JOB: Nedonna Beach Road - Barview	KIND OF WORK: Paving	
CONTRACTOR: J. C. Compton Co	CONTRACT NUMBER: 7890	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 4-30-73	DATE WORK STARTED: 5-21-73	ESTIMATED COMPLETION DATE: 8-17-73
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 115½	CALENDAR DAYS USED 50½
PROJECT AUTHORIZATION: $292,903.78	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 44
EXCLUSIVE OF ENGINEERING: $269,677.93	ENGINEERING AUTHORIZATION $23,255.85	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $279,100.00	ENGINEERING COST TO DATE $23,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102
ESTIMATED PERCENT: OVERRUN / UNDERRUN 3 %	PERCENT OF AUTHORIZATION 107 %	DATE PROJECT WAS COMPLETED: 8-17-73

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
-	-	-	-	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					5.13
MILES PARTIALLY COMPLETED					-
MILES COMPLETED					5.13
TOTAL ESTIMATED QUANTITIES (CONTRACT)					20,400 ton
TOTAL QUANTITIES CORRECTED TO DATE					20,400 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					20,720 ton
AVERAGE DAILY QUANTITIES					1,800 ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					-
NUMBER OF SHIFTS PER DAY					-
HOURS PER SHIFT					-

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		-		
MONDAY	Fair	-		
TUESDAY	Fair	-		
WEDNESDAY	Fair	-		
THURSDAY	Fair	-		
FRIDAY	Fair	-		
SATURDAY		-		

Routing

Keasey K
Bond
Jackmond
Hardt
Johnsen
Walker

RECEIVED
FEB 11 1974
CONSTRUCTION SECTION

Scofield S
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	Remaining final paper items and third notificiation submitted this date, project completed. No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	

REMARKS

With submission of final paper work project is now completed.
This is the last Weekly Report.

SIGNED C. Bateman LOCATION Tillamook, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

OREGON STATE
HIGHWAY DIVISION

7890

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 17, 1973

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7890 for paving on the Nedonna Beach Road-Barview Section of the Oregon Coast Highway in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Dept.
700 Main Street
Hartford, Connecticut 06103

The Travelers Indemnity Co.
2150 One Washington Plaza
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
C. O. Fredrickson
Chet Anderson

7890

May 1, 1973

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

The State Highway Commission on April 30 awarded to you State Highway Contract No. 7890 in the amount of $256,465 on the Nedonna Beach Road-Barview Section of the Oregon Coast Highway in Tillamook County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

bc C. T. Kessey
Walt Hart
L. H. Young
Attn: Vince Gallagher
C. O. Fredrickson
Chet Anderson

7891 Meacham Rock Production Project 1973
east of Pendleton on the Old Ore.
Trail

7891

November 21, 1973

TO Oregon Transportation Commission

FROM F. A. Klabee
Administrator and
State Highway Engineer

SUBJECT Request for Time Extension
Meacham Rock Production
Contract No. 7891

Jarl Construction, Inc., contractor on this project, has requested a 7-day extension of the contract time because of the effect of the labor dispute in July, 1973. This project was contracted in April and completed September 6, 1973, with only 6 days liquidated damages accrued at $75 per day.

This contractor performed 4 small rock production contracts for the State during the past summer. Three of them were completed ahead of the time specified. The subject project was the last one performed. The contractor did not employ operating engineers during the last two weeks of July because of the widespread labor dispute at that time. This delayed his production and moving and affected completion of this project.

I have therefore granted a 6-day extension of time on this project which will delete all liquidated damages. This was a State Project.

This matter will be included in the report on time extensions on the agenda for your information at the December 19 meeting.

bc: Cecil Johnson
B. S. Coulter
B. T. Keasey
V. L. Gallagher
V. E. Skoog
W. E. Schwartz
Gary Sund
R. E. Whipps

JAB:fr cm

November 21, 1973

Jarl Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

Gentlemen:

We have reviewed your request for a time extension on the Meacham Rock Production Contract No. 7891 in Umatilla County.

Careful consideration was given to the reason you submitted and in light of the available facts and the provisions of the contract, a 6-day extension is granted which will eliminate the liquidated damages on this project.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

Cecil Mead

bc: AC.E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
W. E. Schwartz

JAB:fr cm

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 6, 1973

SUBJECT: Meacham Rock Production
Contract No. 7891

To: H. S. Coulter, Assistant
State Highway Engineer-Operations

From: J. A. Bond
Construction Administration Engineer

Jarl Construction, Inc. requests a 7-day extension of contract time from August 31, 1973 to September 7, 1973, based on a labor dispute in July. This contract was awarded on April 30, 1973, with a specified completion date of August 31, 1973. The following are contracts performed by Jarl Construction last summer and some pertinent dates:

	Started Crushing	Specified Completion	Actual Completion
Contract No. 7878 Heppner	June 13, 1973	June 30, 1973	June 23, 1973
Contract No. 7879 Grass Valley	June 28, 1973	July 15, 1973	July 14, 1973
Contract No. 7882 Maupin	July 27, 1973	August 15, 1973	August 10, 1973
Contract No. 7891 Meacham	August 20, 1973	August 31, 1973	September 6, 1973*

*Six days liquidated damage at $75 a day

Due to the labor dispute, the contractor worked from July 15 to July 30, 1973, with limited personnel. Twelve days of this time involved moving from Grass Valley to the Maupin Contract No. 7882 and setting up the crusher. Under normal circumstances, a move of this 55 mile distance would take about three days. He then completed the Maupin job August 10 within the time allowed and promptly moved to Meacham where crushing started August 20 (10 days later).

RECEIVED
NOV 13 1973
Office of
Assistant State Highway Engineer

In an effort to complete these contracts within the specified time, the contractor worked double shifts throughout. The material produced at Meacham was sanding rock, and wasn't needed until later in the year--we didn't actually suffer any damages. Engineering charges underran about 50 per cent. In view of the contractor's record of getting other jobs done on time, it does appear that he would have finished the subject project on time had there been no labor dispute slow down.

I therefore recommend a 6-day extension which would eliminate all liquidated damages which have accrued at the rate of $75 a day to a total of $450.

This was a State project. Rough draft letters to the Commission and the contractor are attached.

JAB:lb

Attachment

E-230 (Rev.)—6M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 29, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the contract completion date from 8/31/73 [redacted] to 9/7/73 [redacted] within which to complete our Contract No. 7891, without the assessment of liquidated damages. The said contract is described as follows:

MEACHAM ROCK PRODUCTION

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Due to labor dispute between Operating Engineers Local 701, and the Oregon-Columbia Chapter, Associated General Contractors of America, we were delayed in completing project prior to subject project, therefore not allowing us to move onto and start project as early as scheduled.

Respectfully submitted,

JARL CONSTRUCTION, INC.
Contractor

By Vernie Jarl Pres.

CONSENT OF SURETY

Date August 30, 1973

We, SAFECO INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

M. Mowrey
M. Mowrey Attorney-in-fact

(SEAL)

J. W. Bayless
J. W. Bayless Resident Agent - Portland, Oregon

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7891 Contractor Jarl Construction, Inc.

Highway Old Oregon Trail

Section Meacham

Kind of Work Rock Production Project

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Grant 6 day extension to September 6, 1973, because of effect of labor dispute on contractor's schedule.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

Acting Asst. State Highway Engineer

Contract No. 7891

Project designation State (State-Federal)

Date awarded April 30, 1973

Work started August 8, 1973

Per cent completed 100 % 9-7-73 (Date)

Specified Completion Date ~~No. of Workdays Allowed~~ August 31, 1973

No. of Workdays Used

No. of Added Workdays Requested 7

Jarl Construction, Inc. ★ GENERAL CONTRACTING

AREA CODE 503 298-1312

POST OFFICE BOX 691
THE DALLES, OREGON 97058

October 3, 1973

W. C. Ferguson
Resident Engineer
P.O. Box 459
Pendleton, OR 97801

RE: Contract No 7891
Meacham Rock Production

Dear Sir,

With regards to our earlier correspondence requesting an extension of time on the above mentioned contract, it is our intention at this time to explain how events of the labor dispute between Operating engineers Local 701, and the Oregon-Columbia Chapter, Associated General Contractors of America effected our work schedule.

On June 11, 1973, we began moving our crushing plant into state source #25-19-5, to produce crushed rock for Oregon State Highway Division contract number 7878, Heppner Rock Production. A letter was received by us on June 12, 1973 from the Oregon-Columbia Chapter AGC which said, "The AGC Oregon-Columbia Chapter at its membership meeting this date determined by overwhelming majority to immediately institute a lockout of IUOE nonpermanant shop employees and to effect same no later than6/13/73." We continued normal operation, retaining all our 701 members, and by June 23, 1973, had completed contract number 7878.

We then moved our crusher into state source #28-14-4, contract number 7879, Grass Valley Rock Production. On July 11, 1973, we received a letter from Mr. W. H. Gregory, Vice President of the Oregon-Columbia Chapter, AGC, concerning the fact that our company was not abiding by the terms of the lockout, and threatening disciplinary action by the chapter. A copy of this letter is enclosed. At this time Norman Jarl made a verbal agreement with Mr. Gregory to lockout all 701 members at the completion of our current job. On July 14, 1973, termination notices were given to all 701 members in our employ, except salaried foremen.

We were then left with 2 teamsters, 2 laborers, and 2 salaried foremen, to teardown the plant, move it to state source #33-36-4, nine miles south of Maupin, Oregon. We work our plant on a two shift basis, with a shift consisting of 5 men, all of whom are Operating Engineers. When moving from one job site to the next, we usually work most of these men, either at the completed job site, or the new one. The men who remain at the completed job site clean up the pit, work on the stockpiles, and help ready the equipment for moving. Those men who go to the new job site prepare the area for setting up our plant, and place the units as they arrive. By working the men in this manner, we are able to minimize the amount of time needed to move and set up the plant.

RECEIVED
OCT 5 1973
W. C. FERGUSON
RESIDENT ENGINEER

A move such as the one from Grass Valley to the Maupin site, a distance of about 55 miles, I would estimate should take about 2½ to 3 days. That is to say, if we started moving the first piece of equipment out of Grass Valley on Monday morning, by some time Wednesday afternoon we should be set-up and ready to crush at Maupin. This is by using three trucks, and a full crew of men. As it turned out, we began tearing down at Grass Valley on Monday, July 16, and did not begin crushing until Friday afternoon, July 27. We used 6 men all during the 2 weeks, to accomplish the move.

I would say here, that due to the loss of our Operating Engineers, we lost approximately 7 days, of crushing, due to the lack of personnel.

On monday, July 30, we did hire back most of our crew which had been terminated, and on that date resumed normal two shift operation of our crushing plant on contract number 7882.

Fortunately we were not completely shut down by the labor dispute. However, the loss of our 701 employees did hamper our ability to move and set up our crusher. Judging from past experience, I feel it is reasonable to say we lost 7 working days, in moving our crusher from Grass Valley to Maupin. To actually pin point the working days lost, I would say they were from thursday July 19, ,until Friday July 27, 1973.

If you have any questions regarding this matter, feel free to contact us.

JARL CONSTRUCTION, INC.

Vernio Jarl
President

cc: W. E. Schwartz
Encl.

RECEIVED
OCT 5 1973
W. C. FERGUSON
RESIDENT ENGINEER

CHAPTER OFFICE
Sheraton Motor Inn — Lloyd Center
1008 N. E. Multnomah Street
Portland, Oregon 97232
Phone: 503 / 288-5321
Kenneth W. Twist, Manager

DISTRICT OFFICE
Wilson Building
1445 Willamette Street
Eugene, Oregon 97401
Phone: 345-4122

1174 Commercial Street, S. E.
Salem, Oregon 97302
Phone: 585-5758

OFFICERS
W. C. Sivers, President
W. H. Gregory, Vice President
Gerald Baughman, 2nd Vice President
Lloyd Bahler, Jr., Secretary-Treasurer

DIRECTORS
Harold Appel
Lloyd Bahler, Sr.
Lloyd Bahler, Jr.
Gerald Baughman
Clark Bullock
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Dale Dennis
Mitchell Drake
Paul E. Emerick
Dick Gray
W. H. Gregory
Dan Grimshaw
Henry Hannah
Dick Hawkins
Al Lawson
Frank Lockyear
George Lord
Daryl Mason
D. E. Menges
Dale Pence
Arno Peters
John Ritchie
Richard Robertson
R. A. Schramm
W. C. Sivers
R. E. Wildermuth
Jim Wright

NATIONAL DIRECTORS
H. A. Anderson
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Harry A. Dodge, Jr.
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Carl M. Halvorson
Wm. F. Pickering
Ray Rogers

THE ASSOCIATED GENERAL CONTRACTORS
of America, Inc.

1973
OREGON COLUMBIA
CHAPTER

July 9, 1973

Mr. Norman Jarl
Jarl Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

Dear Norman:

We have had a report that your company is not abiding by the conditions of the lockout of 701 members by members of the Oregon-Columbia Chapter, AGC.

Please call us and advise us whether or not you have locked out all 701 members in your employ. If you are not complying with the lockout, it will be necessary that the chapter institute disciplinary measures against Jarl Construction, Inc. This would be most distressing to myself and others who have a deep respect for your father.

I would appreciate hearing from you as soon as possible but, in any event, prior to Thursday, July 12.

With best regards to you and your father,

Very truly yours,

W. H. GREGORY
Vice President

665-4189
665-8315

WHG:rca

RECEIVED
OCT 5 1973
W. C. FERGUSON
RESIDENT ENGINEER

7891

S

October 4, 1973

Safeco Insurance Company
500 S.e. First Avenue
Portland, Oregon 97201

Gentlemen:

On October 3, 1973, we wrote to you concerning release of final payment on Contract No. 7891 awarded to Jarl Construction, Inc. for rock production on the Meacham Section of the Old Oregon Trail in Umatilla County.

Final payment on this contract is $10,490.83 and the total contract amount is $60,152.08. No work was performed under force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

FH:db

cc: Jarl Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
W. E. Schwartz

7891

September 28, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7891, Work Completed September 6, 1973

Project Meacham

Highway Old Oregon Trail, County Umatilla

Type of Work Rock Production

Contractor Jarl Construction

Recommended Acceptance Date September 27, 1973

The contractor has completed all work according to specications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 24, 1973 for your formal concurrence.

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

VG:pr

7891 No. 5 S

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Meacham		WEEK ENDING: September 7, 1973
		SECTION PREFIX: 630-8338
HIGHWAY: Old Oregon Trail		COUNTY: Umatilla
NAME OF JOB: Meacham	KIND OF WORK: Rock Production	
CONTRACTOR: Jarl Construction, Inc.	CONTRACT NUMBER: 7891	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 30, 1973	DATE WORK STARTED: August 8, 1973	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: August 31, 1973	PERCENT OF TIME ELAPSED: 105.7%
PROJECT AUTHORIZATION: $ 66,982.50		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 61,132.50	ENGINEERING AUTHORIZATION $ 5,850.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 61,132.50	ENGINEERING COST TO DATE $ 1,059.76	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 18.1%	Crushing.....9-6-73

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD. 100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			10,000 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,000 CY		
AVERAGE DAILY QUANTITIES			0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT			0		

EQUIPMENT USED DURING THE WEEK:

1 crusher, 1 loader, 1 dozer

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Sept. SUNDAY 2	Clear and Warm			
MONDAY 3	Clear and Warm			
TUESDAY 4	Clear and Warm			
WEDNESDAY 5	Clear and Warm			
THURSDAY 6	Cloudy and Warm			
FRIDAY 7	Rain in A.M. Ptly Cldy-P.M.			
SATURDAY 1	Clear and Warm			

Routing: Keasey, Bond, Jackmond, Hardt, Johnson, Walker, Frost, Glenn, Berg

RECEIVED SEP 10 1973 CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Sept. 2 SUNDAY	No work
3 MONDAY	Labor Day - No work.
4 TUESDAY	Crusher producing sanding rock today. Were broke down until the latter part of the night shift.
5 WEDNESDAY	Contractor producing sanding material today.
6 THURSDAY	Contractor completed production of the needed material during the night shift today.
7 FRIDAY	No work except cleaning up the site and removing the crusher.
1 SATURDAY	Contractor worked 2 shifts producing sanding rock today.

REMARKS

The contractor completed this rock production project on Thursday of this week during the night shift. He is cleaning up the site and will be completely removed from the site by Wednesday of next week. Work will continue in the office and it is hoped to have the semi-final submitted by the 25th of September.

Engineering this week: $314.01

SIGNED W.C Ferguson by John H. Rucker LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

5

7891

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 15, 1973

Juri Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7891 for the Hanaford Rock Production Project on the Old Oregon Trail in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc Safeco Insurance Co. of America
4347 Brooklyn Avenue, N. E.
Seattle, Washington 98105

bc C. T. Kenney
Walt Hart
L. H. Young
Attn Vince Gallagher
W. H. Schmarts
W. C. Ferguson

7891

May 1, 1973

Jarl Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

Gentlemen:

The State Highway Commission on April 30 awarded to you State Highway Contract No. 7891 in the amount of $36,900 for the Hinchum Rock Production Project on the Old Oregon Trail in Umatilla County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

bs

bc C. T. Kenney
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwerin
W. C. Ferguson

7894 Clatskanie (Nehalem St.) Sec. in the City of Clatskanie (Grading and paving) 1973

CIA 4632 - 1-19-73

7894 3-74 C

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contract No.	Acceptance Date	Contractor	Section and Highway	County
7777	Feb.28,1974	White Construction Co.	Boones Ferry Road-Pacific Highway East Section Hillsboro-Silverton Hwy.	Marion
7894	Feb.28,1974	Columbia West Materials & Constructors, Inc.	Nehalem Street Clatskanie	Columbia
7706	Mar.1,1974	Valley Inland Pacific Constructors, Inc.	Boring Rd. Interchange Mt. Hood Highway	Clackamas
7389	Mar.5,1974	Gordon H. Ball, Inc.	Gladstone Intch.-Oregon City Interchange East Portland Freeway	Clackamas
7395	Mar.6,1974	Hughes & Ladd, Inc., Hughes & Ladd and Carl R. McConnell	Bubbs Ranch-Weatherby Section Oregon Trail	Baker
7941	Mar.14,1974	White & Palos	Fern Rock Cr.-S. Fork Gales Creek Section Wilson River Highway	Tillamook and Washington

F. B. Klaboe
Administrator and State Highway Engineer

SCA FILE.

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-68)
SP°52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Clatskanie
City Hall
Clatskanie, Oregon 97016
Attention of Mr. Milton Sherman

Request No. (assigned by staff engineer or head of division) CC 1392

Date March 22, 1974

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Special City Allotment project on Nehalem Street

Contract No. 7894

Covered by agreement dated January 18, 1973.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Advance deposit by City		$8,000.00
		As per attached statement:		
		Final cost	27,097.45	
		State's agreed share	24,833.40	
		City's agreed share		2,264.05
		REFUND DUE CITY		$5,735.95

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 8,000.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
305-1409-295 $ 152.85
305-1711-295 2,111.20

Submitted by: Gary E. Zehner
Gary E. Zehner, Cities Engineer

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

Date March 22, 1974

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1973

Contract # 7894 Prefix 305-1711 Survey Prefix 305-1409

Street Nehalem

City Clatskanie

Payments to Contractor (see attached voucher)	$	24,351.13
Engineering and Contingencies		2,593.47
Survey: Total $ 2,117.92 Prorated Share	*	152.85
TOTAL		27,097.45
Agreed State Share		24,833.40
Agreed City Share	**	2,264.05
City Advance Deposit		8,000.00
REFUND DUE CITY		$5,735.95

Reference: Outside Billing cc 1392

* Construction costs over $25,000 = 1,944.60 x $\frac{2,117.92}{26,944.60}$ = $152.85

** Includes cost of concrete curbs.

RU

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-734-1020

COUNTY	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
COLUMBIA	7894	3	
HIGHWAY	**FEDERAL AID PROJECT NO.**		
CITY STREET			
SECTION			
CLATSKANIE (NEHALEM ST)			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	9N GENERAL EXCAVATION	LUMP SUM	8000.0000	100.000	8000.00	8000.00
002	9N 11N-6 AGGREGATE BASE 12 1/2IN THICK	SQ YDS	2.9000	1,665.040	4828.62	4828.50
003	9N CLASS C ASPHALT CONCRETE 3 1/2-IN THICK	SQ YDS	2.6000	1,641.060	4266.76	4266.60
004	9N 12-INCH SEWER PIPE	LIN FT	9.5000	336.000	3192.00	3192.00
005	9N CONCRETE INLETS TYPE CG-1	ONLY	200.0000	3.000	600.00	600.00
006	9N 6-INCH DRAIN PIPE	LIN FT	5.7500	36.000	207.00	207.00
007	9N CONCRETE DRIVEWAYS	SQ YDS	7.5000	134.650	1009.88	1009.88
008	9N CONCRETE CURBS	LIN FT	2.8000	754.000	2111.20	2111.20
009	9N ADJUST INLETS	ONLY	65.0000	1.000	65.00	65.00
	FORCE ACCOUNT ITEMS					
802	9N CORRECT CURB FORMS				70.67	

DATE 02 21 74 PG. 01 7894	TOTAL CONTRACT ITEMS	~~24280.46~~	~~24280.18~~
PREVIOUS VOUCHER NO. 15283	% RETAINED ON CONTRACT ITEMS		1,214.01
CHECKED BY: CP/jr	FORCE ACCOUNT	~~70.67~~	
ENGINEER OR AUDITOR Paul Bamhart	TOTAL PAYMENTS	24,351.13	23,066.17

CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
7894	3	
FEDERAL AID PROJECT NO.		

(23)

	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	8000.0000	100.000	8000.00	8000.00	
	2.9000	1,665.040	4828.62	4828.50	.12
	2.6000	1,641.060	4266.76	4266.60	.16
	9.5000	336.000	3192.00	3192.00	
	200.0000	3.000	600.00	600.00	
	5.7500	36.000	207.00	207.00	
	7.5000	134.650	1009.88	1009.88	
	2.8000	754.000	2111.20	2111.20	
	65.0000	1.000	65.00	65.00	
			70.67		70.67
TOTAL CONTRACT ITEMS			24280.46	24280.18	.28
% RETAINED ON CONTRACT ITEMS				1,214.01	1,214.01
FORCE ACCOUNT			70.67		70.67
TOTAL PAYMENTS			24,351.13	23,066.17	1,284.96

7894

March 1, 1974

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

Gentlemen:

Contract No. 7894 awarded to Columbia West Materials and Constructors, Inc., for work on Hobsion Street in Glenhaven in Columbia County was completed on October 3, 1973, and accepted by the Administrator and State Highway Engineer on February 28, 1974.

Final payment in the amount of $1,284.96 will be released to the contractor after March 6, 1974. The total contract amount is $24,351.13 including $70.67 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

cbm

cc Columbia West Materials & Constructors, Inc.
500 Tennant Way
Longview, Washington 98632

C. T. Keasey
Walt Hart
V. E. Shoeg Attn: Dick Hacek
Ed Hardt

OREGON STATE HIGHWAY DIVISION 02/22/74 PROGRESS ESTIMATE

SECTION CLATSKANIE (NEHALEM ST)
HIGHWAY CITY STREET
COUNTY COLUMBIA
TYPE WORK GRALING AND PAVING 2-22-74

SPECIFIED COMPLETION
A) 60 CWD
B)
C)

EXTENSION

APPROVED

CONTRACTOR COLUMBIA WEST MATERIALS &

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	GENERAL EXCAVATION LUMP SUM	80000000	100000	800000	100000	800000
002	1IN-0 AGGREGATE BASE 12 1/2IN THICK SQ YDS	29000	2150000	623500	1665040	482862
003	CLASS C ASPHALT CONCRETE 3 1/2-IN THICK SQ YDS	26000	2100000	546000	1641060	426676
004	12-INCH SEWER PIPE LIN FT	95000	360000	342000	336000	319200
005	CONCRETE INLETS TYPE CG-1 ONLY	2000000	3000	60000	3000	60000
006	6-INCH DRAIN PIPE LIN FT	57500	44000	25300	36000	20700
007	CONCRETE DRIVEWAYS SQ YDS	75000	180000	135000	134650	100988
008	CONCRETE CURBS LIN FT	28000	820000	229600	754000	211120
009	ADJUST INLETS ONLY	650000	1000	6500	1000	6500
	TOTALS FOR ORIG. CONTRACT			2767900		2428646
	TOTALS ALL EXCEPT F.A.					2428646
	FORCE ACCOUNTS					
801	FLAGGING					

RECEIVED
FEB 25 1974
Contract Acctg.

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01 FORM E-498 (REV 9-72)

SION	APPROVED	USED
		4 - 47 CWD

CONTRACT NO. 7894
F.A.P.
PREFIX 305 1711
AWARDED 06 07 73
ESTIMATE NO. 003

WORK DONE TO:
ESTIMATED DATE OF COMPLETION:

A WEST MATERIALS 6
FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 10/03/73		TO COMPLETE 10/03/73		GROUP POR N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	800000	100000	800000			9N		
1665040	482862	1665040	482862			9N		
1641060	426676	1641060	426676			9N		
336000	319200	336000	319200			9N		
3000	60000	3000	60000			9N		
36000	20700	36000	20700			9N		
134650	100588	134650	100588			9N		
754000	211120	754000	211120			9N		
1000	6500	1000	6500			9N		
	2428046		2428046					
	2428046		2428046					
						9N		

OREGON STATE HIGHWAY DIVISION 02/22/74 PROGRESS ESTIMA

SECTION CLATSKANIE (NEHALE ST)

HIGHWAY CITY STREET

COUNTY COLUMBIA

TYPE WORK GRADING AND PAVING

SPECIFIED COMPLETION
A) 60 CWD
B)
C)

EXTENSION

APPROVED

CONTRACTOR COLUMBIA WEST MATERIALS &

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
802	CORRECT CURB FORMS					7667
	SUB-TOTAL F. A.					7667
	* TOTAL PAY COSTS			2767900		2435113
	ADD. ANTICIP. ITEMS					
94001	FLAGGING (STATE SHARE) EW 1			60000		
98999	CONTINGENCIES			127256		
99999	ENGINEERING			282790		27468
	GRAND TOTALS			3237946		2710600

RESIDENT ENGINEER ---------- DATE ---------- DIVISION ENGINEER

OGRESS ESTIMATE AND COST REPORT

PAGE NO. 02 FORM E-498 (REV 9-72)

ON | APPROVED | USED 47 CWD

CONTRACT NO. 7894
F.A.P.

WORK DONE TO:

PREFIX 305 1711
AWARDED 06 07 73
ESTIMATE NO. 003
FINAL

ESTIMATED DATE OF COMPLETION:

WEST MATERIALS &

ORRECTED ESTIMATE		PERFORMED TO DATE 10/03/73		TO COMPLETE 10/03/73		GROUP POINT	PERFORMED SINCE LAST ESTIMATE	
ANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	7067		7067			9N		
	7067		7067					
	2435113		2435113					
						9N		
	274887		259347		15540			
	2710000		2694460		15540			

DIVISION ENGINEER ---------- DATE ----------

7894

5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Clatskanie (Nehalem St.)	WEEK ENDING: October 19, 1973
		SECTION PREFIX: 305-1711
	HIGHWAY: City Street	COUNTY: Columbia
NAME OF JOB: Clatskanie (Nehalem St.)	KIND OF WORK: Grading, paving	
CONTRACTOR: Columbia West	CONTRACT NUMBER: 7894	FEDERAL AID PROJECT NUMBER:
DATE OF CONTRACT: June 7, 1973	DATE WORK STARTED: August 20, 1973	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 60	CALENDAR DAYS USED: 45
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 75
PROJECT AUTHORIZATION: $32,379.46		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 90
EXCLUSIVE OF ENGINEERING: $29,551.56	ENGINEERING AUTHORIZATION: $2,827.90	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $29,551.56	ENGINEERING COST TO DATE: $2,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 71 %	DATE PROJECT WAS COMPLETED: October 3, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.08	0.08			0.08
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.08	0.08			0.08
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Boling
Kenny
Bond
Jackmond
Harel
Johnson
Walker

RECEIVED
OCT 29 1973
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project is complete pending a letter of acceptance from the City of Clatskanie.

SIGNED Paul R. Barnhart LOCATION Portland Oregon

Paul R. Barnhart, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-7218

7894

Salem

October 18, 1973

C. T. Keasey
Construction Engineer

L. M. Young
Office Engineer

Request Contract Acceptance

Contract 7894, Work Completed October 3, 1973

Project Clatskanie (Nehalem St.)

Highway City Street

County Columbia

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date _____

Conditions not acceptable:

Construction Engineer

VC:dg

cc H. S. Cox
J. R. Oakes
Virgil Boyd
John Jenkins
Donald L. Trout

7894) C 5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 18, 1973

Columbia West Materials and Constructors, Inc.
300 Tennent Way
Longview, Washington 98632

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7894 for work on Kohalem Street in the City of Clatskanie in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc Argonaut Insurance Company
210 Middlefield Road
Menlo Park, California 94025
bc C. T. Kassey
Walt Hart
L. M. Young
Attn: Vince Gallagher
L. W. Rulien
Paul Barnhart

7894

bc C T. Ke[illegible]y
Walt Har.
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
Paul Barnhart
William Geibel (SAIF)

June 7, 1973

Columbia West Materials
and Constructors, Inc.
300 Tennant Way
Longview, Washington 98632

Gentlemen

The State Highway Commission on June 1, 1973, accepted your proposal for work on Nehalem Street in the City of Clatskanie in Columbia County in the amount of $27,679 and referred it to the Administrator of Highways with authority to award the contract as soon as the City of Clatskanie approves the project and deposits $8,000.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7894.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped 'Advance Copy to be Retained by Contractor' is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 19, 1973.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

hs
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

SCA

CITY OF CLATSKANIE

P. O. Box 9

CLATSKANIE, OREGON 97016

June 5, 1973

Mr. Gary E. Zehner
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

7894

Dear Mr. Zehner:

Enclosed is the city's check for eight thousand dollars ($8,000.00) to cover the city's deposit for the planned Nehalem Street project under the Highway Commission's Special City Allotment program.

Please notify us as to the schedule as soon as it is firm. If there is any way we can be of assistance we will be happy to do so.

Very Truly Yours,

Milton Sherman
City Administrator

RECEIVED
COUNTY & CITY SECTION
JUN - 6 1973

RECEIVED
OSHD FINANCE BRANCH
Check # 1423 Amt. $8,000.00
By _____ Date 6/6/73
For SCA Project, Nehalem Street

cc: R. L. Schroeder
L. H. Young
C. T. Keasey
V. E. Skoog (Attn: J. Herr)
L. W. Rullen

7894

OREGON STATE HIGHWAY DIVISION

bc: R. L. Schroeder
L. H. Young
C. T. Keasey
V. E. Skoog (Attn J Herr)
L. W. Rullen, Region 1

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 24, 1973

Mr. Milton Sherman
City Administrator
City Hall
Clatskanie, Oregon 97016

Dear Mr. Sherman:

On May 24, 1973 the State Highway Commission opened bids on the 1973 Special City Allotment project on Nehalem Street. The apparent low bid was submitted by Columbia West Materials and Construction, Inc. of Ranier.

The anticipated cost is as follows:

Contractor's bid	$27,679.00
Anticipated additional item:	
Flagging (State share)	600.00
	$28,279.00
Engineering & Contingencies (14½%)	4,100.46
	$32,379.46
City's estimated share of preliminary engineering	575.00
TOTAL	$32,954.46

As the contract cannot be awarded until the City has deposited its estimated share of cost, please forward, at your earliest convenience, a check to this office in the amount of $8,000, made payable to the Oregon State Highway Commission. The above includes the $2,296 bid by the contractor for curbs.

Very truly yours,

H. S. Cox
County and City Engineer

By Gary E. Zehner

Gary E. Zehner
Cities Engineer

NOTED
R. L. SCHROEDER

GEZ:ljt

RECEIVED
MAY 25 1973
Office of
Assistant State Highway Engineer

CLATSKANIE (NEHALEM ST.) SECTION

CITY STREET

COLUMBIA COUNTY

State Project
0.08 Mile Grading and Paving

Bids Received May 24, 1973

1. General Excavation	All Specified		$ 5,405.00
2. 1" - 0 Aggregate Base, 12-1/2-inches Thick	2,150 sq.yds.	3.15	6,772.50
3. Class "C" Asphalt Concrete, 3-1/2-inches Thick	2,100 sq.yds.	3.28	6,888.00
4. 12-inch Sewer Pipe	360 lin.ft.	7.00	2,520.00
5. Concrete Inlets, Type CG-1	3 only	225.00	675.00
6. 6-inch Drain Pipe	44 lin.ft.	4.00	176.00
7. Concrete Driveways	180 sq.yds.	8.00	1,440.00
8. Concrete Curbs	820 lin.ft.	3.00	2,460.00
9. Adjust Inlets	1 only	150.00	150.00
	For Comparison of Bids		$26,486.50

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$26,486.50	27,679
Anticipated Additional Items:		
Flagging (State Share)	600.00	600
	$27,086.50	28,279
Contingencies (4-1/2%)	1,218.89	1,100.46
Engineering (10%)	2,708.65	
Estimated Net Authorization, Construction	$31,014.04	32,379.46
		575
		$ 32,954.46

City's share of P.E. = $\$2500 \times \frac{32,379.46}{32,379.46} - \$575$

curbs = $2,296

728-2622
Notified City - ok.

Section Clatskanie (Nehalem St.)

Highway City Street

County Columbia

Kind of Work Grading and Paving

Project Allotment $ 31,000

Project Length 0.08 mile

Completion Time 60 Cal. Workdays

FA Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 26,486 50
Anticipated Additional Items:		
Flagging (State Share)	$ 600	
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Stage Construction Striping		
Temporary Erosion Control		
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages		
Adjust Utilities		
		$ 600 -
		$ 27,086 50
Contingencies (4-1/2%)		1,218 89
Engineering (10 %)		2,708 65
	TOTAL	$ 31,014 04
Credit for		
Estimated Net Authorization, Construction		$

City ok - See Letter

Ketskemeti (Nehalem St.) Section
Grading and Paving

Estimate

	Unit	Quant	Unit Cost	Amount
~~Removal of Structures and Obstructions~~				
General Excavation	All	All	Lump Sum	5405 -
1"-0 Aggregate Base, 12½-inches Thick	Sq. Yd.	2150	3 15	6772 50
Class C Asphalt Concrete, 3½-inches Thick	Sq. Yd.	2100	3 28	6888 -
12-inch Sewer Pipe	Lin. Ft.	360	7 -	2520 -
Concrete Inlets, Type CG-1	One	3	225 -	675 -
6-inch Drain Pipe	Lin. Ft.	44	4 -	176 -
Concrete Driveways	Sq. Yd.	180	8 -	1440 -
Concrete Curbs	Lin. Ft.	820	3 -	2460 -
Adjust Inlets	One	1	150 -	150 -
			26	486 50

7894

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 21, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
May 24 Bid Letting

To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project not previously reported to the commission:

1. Halsey Intchge-Lane County Line Section
Pacific Hwy, Linn County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Terwilliger Boulevard Intchge.
Pacific Hwy., Multnomah County
Roadside Improvement Project

Same as No. 1.

3. Auburn Ave.-Estes Ave. (Baker) Section
Baker-Unity Hwy., Baker County
Grade and Pave

Footpaths and Bike trails will not be established under these projects as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and Bike Trails are not required to be established...where...other available ways or other factors indicate an absence of any need for such paths and trails." There are existing sidewalks along this project.

4. E. Main St.-Homedale Road (Klamath Falls) Section
Klamath Falls-Lakeview Hwy., Klamath County
Signal Project.

Same as No. 1.

5. Tualatin (80th Ave.) Section
Washington County
Grade and Pave Project

Sidewalks are proposed by the City and will be constructed on each side of 80th Avenue at a future date when financing is available. The project calls for construction of a berm behind the curbs to accommodate the future sidewalks.

6. Lafayette (7th Street Extension) Section
Yamhill County
Grade and Pave Project

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

Due to the anticipated lack of use and the short length of this project, the construction of footpaths and bike trails would not be practical.

7. Clatskanie (Nehalem Street) Section
Columbia County
Grade and Pave Project

Same as No. 5.

8. Lowell (Cannon & Hyland Streets) Section
Lane County
Grade and Pave Project

Same as No. 9.

9. Cave Junction (Junction Ave.) Section
Josephine County
Paving Project

Same as No. 5.

10. Gold Hill (5th Ave.) Section
Jackson County
Paving Project and Grading

Same as No. 9.

11. Richland (3rd Street) Section
Baker County
Grade and Pave Project

Same as No. 9.

12. Odell Lake Section, Willamette and The Dalles-California Hwys., Klamath Co.
Rock Production Project

Same as No. 1.

13. Santiam Section, North & South Santiam and McKenzie Hwys., Linn County
Rock Production Project

Same as No. 1.

14. Charleston (Slough) Bridge and Eastside (Isthmus Slough) Bridge of Cape Arago and Coos Hwys., Coos County
Painting Project

Same as No. 1.

15. River Road at Irvington Drive Section
Junction City-Eugene Hwy., Lane County
Signal Project

Same as No. 1.

These matters will be on the agenda for the May 29 meeting and your approval is recommended.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
Gary Sund

JDM:jp dpy

SCA

CITY OF CLATSKANIE

P. O. Box 9

CLATSKANIE, OREGON 97016

April 6, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATT: Mr. Gary E. Zehner

Dear Mr. Zehner:

Confirming our telephone conversations on the subject, this letter is to advise you that the City Council moved to select the alternative of limiting the city's portion of the costs of the Special City Allotment project on Nehalem Street to $6000, for a total project estimate of $31000. We understand that this will shorten the proposed project length by about 100 feet to approximately 400 feet in length.

Very Truly Yours,

Milton Sherman
City Administrator

cc: P. R. Barnhart

F.E. TERPIN

RECEIVED
COUNTY & CITY SECTION
APR - 9 1973
ENGR. GEOR. UE AE UE
UPE CE RE RPE

NARRATIVE REPORT

3-73

Clatskanie (Nehalem St.) Section

City Street

City of Clatskanie

The purpose of this survey is to provide an estimate of cost for the resurfacing and widening of Nehalem Street from the existing thirty-six foot width to a forty foot curb to curb section.

The project begins at the intersection of Nehalem and 4th Streets and proceeds in a southerly direction a distance of 500 feet.

The vertical alignment on Nehalem Street consists of a minimum 2.564% and a maximum 5.88% grade. The grades were established to match existing sidewalks as closely as possible. In order to match the sidewalks, variable super rates had to be used. The horizontal alignment consists of two angle points of $6^{\circ}48'$ and $1^{\circ}34'$. In order to contain the proposed construction within the limits of the existing sidewalks and right of way, and because of the shortness of the project a curve was not designed.

There are existing water, gas, sanitary and storm sewers, power and telephone facilities. The telephone and power poles will require adjusting. The sanitary sewer location and depth is not known. When the previous section of Nehalem Street was constructed in 1971 there was not a conflict with the sewer so it is assumed that it is deep enough and will not pose problems. There is an eight inch water main on the right side of centerline which on the previous project was approximately one foot below subgrade. However the service connections will be encountered since they attach to the top of the main and therefore will require adjusting during the construction. There is no storm sewer system south of Station 15+15. Bid items were included for the extension of the storm sewer to the south. Northwest Natural Gas Company has a two inch line on the left side of centerline and will have to adjust their facility.

It will not be necessary to acquire any additional right of way on the project.

Due to the small quantities involved it is proposed that commercial suppliers be utilized for material sources and that standard testing proceedures be waived. It is proposed that all excavation material not needed on the project become the property of the contractor at the project site.

The City has stated they have funds to participate in a total construction cost of no more than $31,000.00. In order to have the cost meet this amount, theproject would have to be shortened 100 feet. The City was notified of this and have not made a decision to shorten the project to 400 feet or come up with additional financing. The project can be shortened on its southerly terminus.

cc: J. E. Chidsey

Clatskanie (Nehalem St.)
Cost Estimate

Item	Unit	Quantity	Unit Price	Amount
Temp. Protection and Direction of Traffic	Lump Sum	Lump Sum		$2000.00
General Excavation	Cu. Yd.	1350	$ 3.00	4050.00
Trench Excavation	Cu. Yd.	60	6.00	360.00
WAtering	M-Gal.	28	6.00	168.00
1"-0 Aggregate Base	Cu. Yd.	1115	7.75	8641.25
Class "B" A.C. Mix	Ton	500	15.00	7500.00
12" Storm Sewer Pipe	Lin. Ft.	370	7.00	2590.00
Concrete Inlets Type G-1	Each	3	225.00	675.00
Concrete Driveways	Sq. Yd.	190	8.00	1520.00
Concrete Curbs	Cu. Yd.	30	90.00	2700.00
			Subtotal	30,204.25
			Engineering & Contingencies 20%	6040.85
			Flagging	600.00
			Re-connect Roofdrains	100.00
			Total	36,945.10

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

3-7-73

Sheet _____ of _____ Sheets

Section Clatskanie (Nehalem St) Sec. Unit _____
Highway Co. Rd. St. County Columbia Prefix 305-1402-905
Length 5001 Designer Whitby Draftsman _____ Date 7-Mar-73
Signed _____ Title _____

Grading & Drainage	$ _____
Surfacing	$ ~~20900~~ 31070
Extra Work	

Flagging	$ 600
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Total Extra Work	$ 600 31670
TOTAL	$ ~~21508~~ 46334
+ 20% Engineering and Contingencies	$ ~~6302~~
Structures	

_____	$ _____
_____	_____
_____	_____
_____	_____

Total Structures	$ _____
Right of Way	$ _____
Total Estimated Cost	$ ~~37810~~ 38004

+ 900 ea over field

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Clatskanie (Nehalem St.) Sec. Unit
Highway City Street County Columbia Prefix 305-1409-905
Length 500' Designer Whitby Draftsman Date 6-Mar-73

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Temp. Prot. & Dir. of Traffic	All		—	All	Field Estimate	2000 00
Gen. Exc.	C.Y.	1227	123	1350	3 00	4050 00
Tr. Exc.	C.Y.	~~68~~ 73	7	~~75~~ 80	6 00	~~450 00~~ 480 00
Watering	M-Gal	25	3	28	6 00	168 00
1"-0" Aggregate Base	C.Y.	1027	103	1130	7 75	8757 00
Class "B" Asph. Conc.	Ton	431	43	474	15 00	7110 00
~~Asph. Conc. in "B" Mix~~	Ton	~~26~~	~~3~~	~~29~~		
Asph Conc in Prime Coat (200-300)	Ton	3	—	3	~~85 00~~	255 00
Adjust Inlets	Each	1	—	1	35 00	35 00
Const Type G-1 Inlets	Each	3	—	3	225 00	675 00
Inst. 12" Pipe (Storm Sew)	Lin ft.	334	34	378	7 00	2646 00
Const Type "C" Curbs	Lin ft	950	95	1045	2 75	2874 00
~~Type "B" Inlets~~	~~Ea~~	~~2~~		~~2~~	~~75 00~~	~~150 00~~
Const. PCC (Type "A") Driveways	Sq. Yd.	9 00 215	21	236	8 00	1880 00
Inst 6" Perf. Drain Pipe	Lin Ft	40	4	44	3 00	132 00

Drilled 7 shafts 4'-0" dia. 105 ft. deep

Total ~~30,905~~ 31070

SALEM, OREGON
February 27, 1973

SCA Project 1973
Nehalem Street
City of Clatskanie

Mr. Victor D. Wolfe
Location Engineer

B U I L D I N G

Attn: Mr. P. L. Carstensen

The survey data on subject section has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

H. S. Cox
County and City Engineer

By

Gary E. Zehner
Cities Engineer

GEZ:ljt

Att.

ENGR. ASST. OE AE UE
UPE OT RT RE

MEMO TO THE FILES

Feb. 27, 1973

Re: Footpaths and Bike Trails
SCA Projects
Cave Junction & Clatskanie

Footpaths and bike trails will not be established under these projects as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and bike trails are not required to be established...hwere...other available ways or other factors indicate an absence of any need for such paths and trails."

There are existing sidewalks adjacent to these projects.

GEZ

Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
W. H. Tebeau
Victor Wolfe
L. H. Young

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

5

7894 2613

PREFIX NO. 305-1409

LOCATION PROSPECTUS
CLATSKANIE (NEHALEM STREET) SECTION
CITY STREET
COLUMBIA COUNTY

HIGHWAY: Nehalem Street--city street. Not on Federal-aid or State system.

TERMINI: The northerly terminus is at the intersection with 4th Street. The southerly terminus is 500 feet south on Nehalem Street.

LENGTH: 500 feet.

PROGRAM: Special Ctiy Allotment.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. Soils investigations have been conducted. Drainage problems are not anticipated. An economic analysis is not needed at this time. Bicycle path will be considered.

TYPICAL SECTION: A 40-foot curb-to-curb city street section.

BASE DESIGN: 3.5" A.C.
12.5" 1"-0 Aggregate Base

MATERIAL: To be investigated during survey.

AGREEMENTS: Routine Special City Allotment project.

ADD'L FACILITIES: None affected.

RECEIVED
STATE HWY ENGR
FEB 7 '73
REPLY TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Attach
February 6, 1973

cc: L.W. Rulien (3)
E.S. Hunter
J.B. Boyd (3)
F.L. Hall
C.T. Keasey
V.D. Wolfe
J.M. Cartwright (2)
H.S. Cox (2)
W.N. Hackleman
V.J. Johnson
R.E. Olson
J.A. Rowland
C.G. Swenson
F.E. Terpin
F.W. Yarbrough (2)
F.B. Klaboe
R.L. Schroeder
L.E. Geroge
W.J. Hart (3)
D.H. Moehring
L.H. Young
R.N. Chase
B.L. Gifford
R.D. Hector
A.D. Olson
R.W. Prentiss
R.E. Royer
W.H. Tebeau
G.C. Wills

A. E. JOHNSON

NOTED
F. B. KLABOE

7894

5

January 19, 1973

City of Clatskanie
City Hall
Clatskanie, Oregon 97016

Attention: Milton Sherman
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 42232

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement to Nehalem Street in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

G. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

Att.

cc H. S. Cox
(agree. att.)

7894 1-16-73

S

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Nehalem Street
Highway: City of Clatskanie
County: Columbia
Prefix: 305-1409

Res. Engr. Paul R. Barnhart
Approx. Length 0.09 mile
Sta. 4th St. to Sta. Southerly 500'
Date 1-16-73

Mean Truck A.D.T. 99
Traffic Coefficient 6.9
18 kip s. a. per day 14.2
(1)

Annual Precipitation 56"+
Frost Penetration - - -
CBR Total Requirement 22.5"

Typical Soil

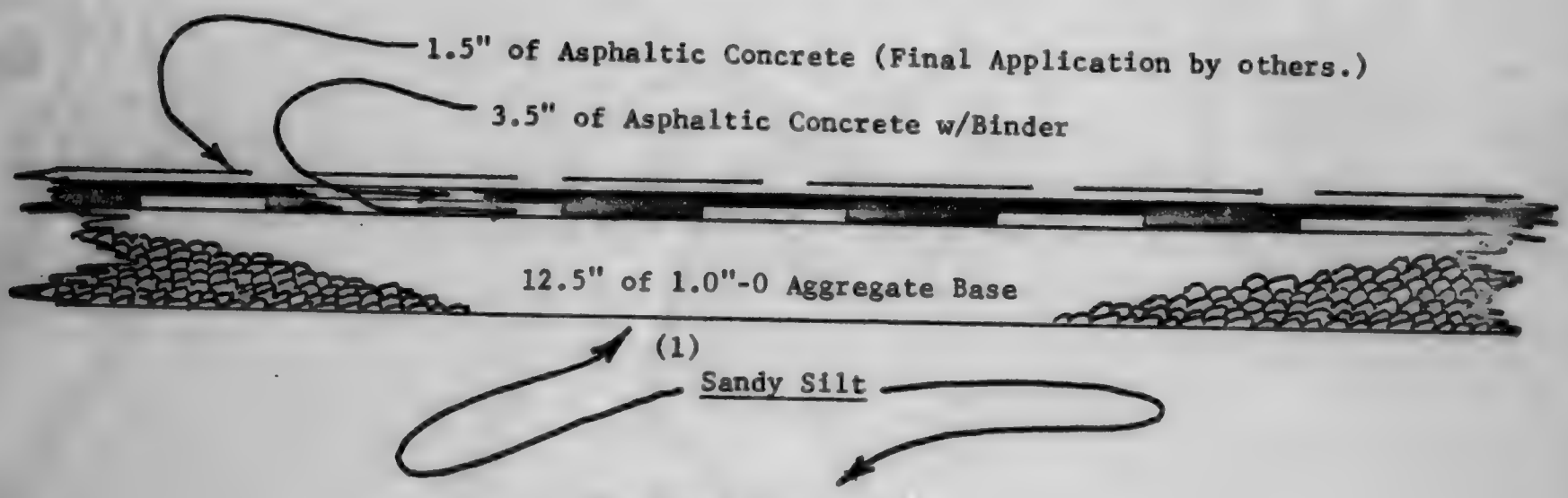
29 LL
6 PI
93 %P 10
69 %P 200
7 % Gravel
6 % C Sand
19 % F Sand
54 % Silt
14 % Clay
8 R Value
A-4 AASHO Classif.

Materials Source:

Commercial sources are available.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
7.0	3.5	A.C. (I.)
12.5	12.5	1.0"-0 Aggregate Base
22.5	17.5	

STRUCTURAL SECTION


1.5" of Asphaltic Concrete (Final Application by others.)
3.5" of Asphaltic Concrete w/Binder
12.5" of 1.0"-0 Aggregate Base
(1)
Sandy Silt

See Page 2 for remarks.

Submitted by E. D. Gregg
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by Victor D. Wolfe
Location Engineer

Approved by R. H. Young for C. S. Hunter
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

SECTION: Nehalem Street

HIGHWAY: City of Clatskanie

COUNTY: Columbia

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*1.0"-0 Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
4.8 - 6.0	2.0"	---	14.0"	18.0"	16.0"
Cars Only	2.0"	---	9.0"	13.0"	11.0"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 6.0 and a C.B.E Requirement of 19.5". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application."

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8"	Aggregate Base
1.0"	Cement Treated Base	= 1.8"	Aggregate Base
1.0"	Oil Mat	= 1.1"	Aggregate Base
1.0"	Aggregate Subbase	= 0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	= 1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Nehalem Street

HIGHWAY: City of Clatskanie

COUNTY: Columbia

1600 Present ADT (1973)

4.7 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	65	1.6	104	85	450	38,250
3	5	1.6	8	7	1000	7,000
4	2	1.6	3	3	1250	3,750
5	3	1.6	5	4	3180	12,720
6	0	---	---	--	2570	- - -
				99	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 61,720

TWENTY YEAR EWL 1,234,400

TRAFFIC COEFFICIENT 6.9

SECTION: Nehalem Street

HIGHWAY: City of Clatskanie

COUNTY: Columbia

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: When constructed to present OSHD surfacing thickness standards.
5. Cost Comparisons: See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: See remarks.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.09 mi.) project and traffic does not warrant the use of P.C.C.

See Items 6 and 12.

SCA

REFERRED TO
co-city
BY SECRETARY

CITY OF CLATSKANIE

P. O. Box 9
CLATSKANIE, OREGON 97016

October 5, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

The Common Council of the City of Clatskanie reviewed your letter of September 18, 1972 at their last regular monthly meeting. They have instructed me to advise you that the city is willing to participate in the proposed project of repaving Nehalem Street from Fourth Street 500 feet south under the Special City Allotment Act (ORS 366.805) and will be able to fund all costs of the project in excess of $25,000 based on the project's estimated cost of $31,000.

Very Truly Yours,

Milton Sherman
MILTON SHERMAN
City Administrator

RECEIVED
COUNTY & CITY SECTION
OCT 9 - 1972
ENGR. COOR. RE UE
UPE CE RE RPE

RECEIVED
OCT 9 - 1972
OREGON
STATE HIGHWAY COMMISSION

SCA

September 18, 1972

Mr. Milton Sherman
City Recorder
City Hall
Clatskanie, Oregon 97016

Dear Mr. Sherman:

It is planned to submit your proposed project on Nehalem Street, from 4th Street 500 feet south, to the Highway Commission for consideration of construction (1973) under the Special City Allotment Act (ORS 366.805).

Your project based on a reconnaissance investigation is roughly estimated to cost $31,000 for a 40-foot curbed street. The State's share would be $25,000.

Should the Highway Commission look with favor on your project, would the City of Clatskanie be willing and able to pay all costs of the project in excess of $25,000.

Early receipt of a letter stating the City's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for H. S. Cox
County and City Engineer

CMX:ljt

ENGR. ✓ CONSR. ✓ CE ✓ RE ✓ UE
✓ UPE ✓ CE ✓ RE ✓ UPE

1973 PROGRAM

S.C.A. Investigation Data

City of Clatskonie Date 8-25-72 Div. 1
Population: 1964 1077 1972 1315
Street Nehalem Ave from 4th St. to Limits of 25,000

No. previous projects 4
Last project 1971 (year)
Total SCA funds $ 80,375.93
Funds/capita $ 61.14
Average/capita $ 25.57

EXISTING

Surface now in place: A.C. ✓ Oil ___ Gravel ___ Concrete ___
Surface width: ___ feet, Shoulder-shoulder width: ___ feet
C-C width: 36 feet, R/W width: 60 feet
Remarks: Curbs in poor condition with inadequate exposure. Street is in need of repair due to heavy traffic volume and logging trucks. R/W as shown on plat is 60'

PROPOSED

Surfacing: A.C. ✓ Oil ___ Other ___
Pave. width: 24 feet, Shoulder width 8 feet, C-C width: 40 feet
BASE DESIGN: A.C. 3½ inches, Leveling ___ inches, Base 12½ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.095 mile, 500± feet. Type curb: "C"
Remarks: This project would be similar to 1971 project extend Nehalem St. City has only enough cash for curbs so limit to 25,000 Job. Good project heavy traffic log trucks.

ESTIMATE Item	Unit	Gross*	Price	From C.A.L. Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 1,000
Clearing & grubbing (Remove Extg Curb. 1000')	all	all	L.S.	1,000
General excavation	c.y.	1420	2.00	2,840
Finishing roadbed & slopes ($1,500)	mile	.095	1500	142.50
Trench excavation	c.y.	94	5.00 5.50	470 517
Watering	M-gal.	34	5.00	170
Level material (3/4-0)	c.y.	—	—	—
Base material 1"-0 Agg. base	c.y.	1130	5.00 6.50	5,650 7345
Asphalt	ton	470	12.00	5,640
Binder	all	all	L.S.	380
Concrete inlets G-1	each	3	200	600
~~Culvert~~ pipe 12" Conc. Sew.	lin. ft.	308	6.00	1,848
Concrete curbs	c.y.	35	75.00	2,625
Extra for Driveways	each	9	65.00 75.00	585 675
Const. Approach	"	1	200.00 175.00	200 175

*Items include 10% allowance

	Total	$ 23,150.50 24957.50
Perm. signing ($100/intersection)		100
Flagging		500
	Total	$ 23750.50 25,557.50
Engineering & contingencies (20%)		4,750.50 5111.50
	Total	$ 28,501.00 30,669
City's estimated share of survey		246.00 310
	TOTAL ESTIMATED COST	$ 28,747.00 31039

Say ~~$ 29,000~~ $ 31,000

2,000 × 5669/2501 / 18501 = 30669

R E S O L U T I O N No. 152

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Clatskanie is an incorporated city of the State of Oregon and has a population of 1315 as given by the latest official census; and

WHEREAS, the following streets of said city, South Nehalem Street, extending South ~~fro~~ from Fourth Street to the city limits.

RECEIVED
COUNTY & CITY SECTION
MAY 30 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular ~~xx special~~ session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Clatskanie does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Councilman A. J. Haas as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 1st day of May, 1972.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Clatskanie at a regular ~~xxxxxxx~~ meeting of said Council, held on the 1st day of May, 1972, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 2nd day of May, 1972.

Milton Sherman
City Recorder

(cc-50, 1959 Rev.)

7895 U.P.R.R. O'Xing-Hood R. (Button Br.) 1973
Sec. of FAS 349 at Hood River
(Grading, paving, & structure) #2

OKA 46637 - 1-26-73

RR 7740 - 10-11-74

DATE: February 10, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Petro Escalation Claims

The 1974 special session of the Legislature passed Senate Bill 1009 (now ORS 279.332) which allowed the State to compensate contractors for increased costs of petroleum products on which prices increased more than 10 percent. The law applies only to contracts existing prior to January 15, 1974. The law is permissive, saying, "A state agency at its option may modify the provisions of the public contract to increase the contract price so that the petroleum product cost increase is apportioned between the contracting parties in such manner as they may agree." A similar but mandatory law was subsequently passed by the 1975 Legislature, including another year of contracts (up to 1-23-75), but was vetoed by Governor Straub after a strong recommendation from us to do so.

We had 95 contracts eligible for consideration in various stages from those just awarded to some virtually completed. At the time the law was passed, it appeared the petro item with the most potential for price change and total money potential was asphalt. We had about 82,000 tons of asphalt left to use under eligible contracts. The first large request for escalation was made on behalf of the paving subcontractor on Contract No. 7867, Cape Arago-Woodland Drive in Coos Bay. After discussions with the contractor, the State took the position that escalation on the asphalt would be recognized only after the contractor had exhausted all other remedies to secure the needed asphalt at original price quotations. As the 1974 contract paving work was accomplished, most contractors secured asphalt price protection on the work eleigible under the law. Minor exceptions were where a contractor or subcontractor had changed suppliers or the work was delayed. The contractor on the Coos Bay contract did not pursue his claim against the State further, and we understand they also secured the asphalt at original prices. A majority of the eligible contracts were completed within one year and by then, of course, all new work was being bid and performed at higher prices.

The price protection on asphalt continued on into 1975 on the remaining old work with at least one large contractor resisting pressure from his supplier for a higher price. (This was the Woodburn-Hayesville project by Gordon Hall Company, and paving there continued on into 1976.)

The end result with respect to asphalt has been that the eligible contracts were completed and with no apparent severe financial hardship on any contractor that we are aware of. In those instances where paving work was added to a contract by change orders, we have repriced the added work in accordance with higher current prices. We believe this, along with our earlier resistance to renegotiating existing contracts, helped preserve the integrity of their bid prices. We contracted a large volume of A.C. paving in 1975 and 1976 at the then higher prices, so logically this later work may have subsidized the completion of the older ones.

A different situation has evolved with respect to other petro products, particularly diesel fuel. Unlike asphalt, the amount of fuel used on our contracts is probably a very small fraction of the total market. Early in 1974, we were expecting fuel allocations and, for some contractors, the basic problem became just getting the necessary fuel at all, regardless of prices. Bidding practices with respect to fuel needs were apparently often less formal than for asphalt, so suppliers had more latitude to raise prices to contractors. Prices increased from about 14 cents per gallon to 37 cents from 1974 to 1976. A graph of the prices documented on the three largest projects is enclosed.

Obviously, the accumulative money effect of these higher prices became most severe on the largest and therefore longest running contracts. (All the contracts eligible under ORS 279.332 have been completed.) We have specific active claims for petro escalation on three contracts.

The largest claim is on the largest and longest (time) project, Woodburn-Hayesville Contract No. 7866. Two others are on Ladd Canyon-N. Powder on I-80N and a smaller one on the last eligible project to be completed, S. Tigard-Tualatin River on I-5.

We have considered for some time the various aspects of these claims, how to respond to them and carry out the legislative intent. There are good arguments both for and against making such adjustments. We have even listed some of these arguments as shown attached. We believe the contractors themselves were divided on the question at the time the legislation was considered.

My conclusion is that some sharing of these large increases in fuel cost would be equitable and appropriate. I suggest the State share in half of the escalation cost that occurred on fuel only (the largest claim is for fuel only, anyhow). Adjustment on this basis would not create any "windfall" profits. The total estimated cost should not exceed $215,000. We would seek federal participation in this.

We do not know whether this approach will be agreeable with the contractors, but request your authorization to settle these claims with this objective.

Att.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. H. Klaboe w/att.
E. S. Hunter "
R. L. Schroeder
C. T. Keasey
Walt Barrie "
George Bell
Max Klotz

GRAPH OF THE INCREASED COST/GAL OF DIESEL OIL FROM JAN. 1973 TO AUG. 1976

1974 1975 1976

0.50
0.45
0.40
0.35
0.30
0.25
0.20
0.15
0.10
0.05

Source of Data:

(G.H. Ball) Woodburn Int.-Hayesville Int. Cont. # 7966

(D.M. Drake) Woodburn Int.-Hayesville Int. Cont. # 7946.

(D.M. Drake) So. Tigard Int.-E. Portland Freeway Int. Cont. # 7937

(Peter Kiewit Son's) Ladd Canyon-N. Powder Sec. Cont. # 7957

7957 FKS TEXACO

7966 D.M. DRAKE CHEVRON

7946 G.H. BALL CAP. CITY TRANS.

#7937 D.M. DRAKE SUNSET TBA & STD. OIL

7957 FKS UNION

7966 G.H. BALL UNION

7957 FKS SHELL

1974 1975 1976

MONTHS

PETRO ESCALATION CLAIMS (UNDER SB-1009 - 1974)

CONT. NO.	AWARD DATE	PROJECT	CONTRACTOR	CONTRACT AMOUNT	PETRO CLAIM AS PRESENTED	VERIFIED AMOUNT 1)	FUEL AMOUNT ONLY VERIFIED, ORIGINAL CONTRACT 2)	% OF CONTRACT AS VERIFIED FUEL ONLY	REMA
				ACTIVE CLAIMS					
7866	3-16-73	Woodburn-Hayesville	Gordon Ball	$20,340,000	$263,967.17	$302,296.33	$270,916.00	1.33	Claimed for f and after 10%
7857	12-20-72	Ladd Canyon-N. Powder	Kiewit	8,271,616	183,617.54	166,337.60	130,012.00	1.57	Claim include fuel.
7937	9-19-73	S. Tigard-E. Portland Freeway	Drake	13,308,754	7,074.72	7,782.19	7,470.90	0.06	Claimed for f and after 10%
7970	11- 1-73	Milton-Freewater-Wash. State Line	S. D. Spencer	3,846,802	84,144.64	Not verified	(Details not available no response since 5-6-76)		Claim is for phalt & $53,2 related to la time.
				INACTIVE CLAIMS - DENIED OR DROPPED					
7960	10-26-76	Hogan Rd.-Boring	Gordon Ball	$ 1,107,247	$ 1,774.38	Not verified	-	(.16)	Denied. Gaso
7867	3-30-73	Cape Arago-Woodland Dr.	Slate	1,405,367	$32/ton asph.	Not verified	-	-	Denied. Appa
7936	9- 7-73	Deadman's Cr. Slide	Wm. McBee	142,266	782.00	782.00	-	-	$33/ton on 19 denied.
789[illegible]	6-22-73	Button Bridge	Workman	721,883	2,356.00	2,356.00	-	-	Claim for $3 asphalt denie tract conflic
7973	12- 5-73	Umpqua Hwy. Jct. (Reedsport)	Laskey-Clifton	137,607	5,016.00	Not verified	-	-	Claim for $32 & propane; su conflict, de
7799	8-14-72	Park St.-Pac. Hwy. (Ashland)	Ross Bros.	1,343,103	1,488.00	Not verified	(1488)	(0.1)	Denied.
7660	11- 4-71	S.E. Causey-Gladstone	Gordon Ball	9,421,581	8,099.00	Not verified	(5618)	(0.06)	Claim for ga Asphalt, dro

1) Without excluding any %.
2) Excludes fuel used for change order work added to contract. No further % reduction.

UNDER SB-1009 - 1974)

IM TED	VERIFIED AMOUNT 1)	FUEL AMOUNT ONLY VERIFIED, ORIGINAL CONTRACT 2)	% OF CONTRACT AS VERIFIED FUEL ONLY	REMARKS
C L A I M S				
7.17	$302,296.33	$270,916.00	1.33	Claimed for fuel only, and after 10% excluded.
7.54	166,337.60	130,012.00	1.57	Claim includes more than fuel.
4.72	7,782.19	7,470.90	0.06	Claimed for fuel only, and after 10% excluded.
4.64	Not verified	(Details not available no response since 5-6-76)		Claim is for $30,908 asphalt & $53,236 diesel; related to late completion time.
L A I M S - D E N I E D O R D R O P P E D				
74.38	Not verified	-	(.16)	Denied, Gasoline only.
n asph.	Not verified	-	-	Denied. Apparently dropped.
82.00	782.00	-	-	$33/ton on 1974 asphalt denied.
56.00	2,356.00	-	-	Claim for $33/ton on 1974 asphalt denied. Subcontract conflict.
016.00	Not verified	-	-	Claim for $32/ton asphalt & propane; subcontract conflict, denied.
488.00	Not verified	(1488)	(0.1)	Denied.
099.00	Not verified	(5618)	(0.06)	Claim for gasoline & CRS-1 Asphalt, dropped.

No further % reduction.

ARGUMENTS FOR PETRO ESCALATION ADJUSTMENT

1. Escalation of some prices has in fact occurred and the law permits part of it to be reimbursed.
2. The large claims are from long term projects more vulnerable to unforeseen cost increases not only on petro items, but many others as well.
3. It is inherent in accomplishing large projects that they be undertaken by large firms. Only a few larger firms have the necessary resources to risk and the expertise to build them.
4. The contractors with the two large claims probably suffered large losses on the projects anyway. The petro escalation increased their losses.
5. At least one of the contractors (Ball) has apparently diligently resisted asphalt price increases (Any petro adjustment made would presumably be complete and final for all claims).
6. The Department encouraged the veto of a subsequent law which would have made escalation reimbursement mandatory. It behooves the Department to show that under the earlier permissive law it has acted fairly. This would be in the long range best interest of public by keeping a reputation of fair dealing with contractors so that they can bid at lowest prices with minimum of contingencies for unknowns.
7. Insisting on more formal fuel quotations and supply contracts at the time of bidding may well have resulted in higher initial pricing of these items.
8. Fuel availability and pricing had been quite stable prior to 1973. It is not reasonable to expect contractors to anticipate the increases that occurred within the next two years and even had this been possible, higher bid prices would have resulted.

9. In late 1973 and 1974 when rapid escalation of fuel prices occurred, there was the added problem of obtaining it at all. The State benefited from the contractors' successful efforts to obtain the necessary fuel to keep projects going and the potential loss to public (had they been unsuccessful) would have perhaps exceeded the direct cost escalation.

10. Adjustment for something less than 90 percent of the increase and with higher beginning level prices for comparison in some cases and limited to <u>fuel only</u> (and with no allowance for interest value during the interim since the costs were incurred by the contractors) would be a very conservative basis of final settlement if it can be negotiated.

11. A negotiated settlement without legal costs or detailed auditing costs or publicity would be the least costly to State.

JAB:fr
11/12/76

ARGUMENTS AGAINST PETRO ESCALATION ADJUSTMENT

1. Contractors involved did not suffer catastrophic results. They are in fact still in business.
2. The two large claims are from large out-of-State firms with diverse interests other than construction.
3. By holding back on recognizing any escalation obligation, price protection to contractors on asphalt may have been enhanced.
4. Loss or increase in cost from fuel escalation is merely one of many factors that could affect cost and profitability, or lack of it, on any project.
5. The Legislative concern at time law was passed may have been focused on asphalt pricing. Escalation on asphalt is not involved on the large claims.
6. To single out petro items for price escalation ignores the large cost increases that occurred in other components such as re-bar.
7. There is no guarantee of getting Federal participation in an adjustment. Specific Federal approval at a high level will be required.
8. Contractors should have had more formal and enforceable fuel contracts at time of bidding.
9. State has paid fair and current prices for all unforeseen work added to these contracts by change orders. It is only the original contract work bid in a free enterprise competitive manner which is involved in the escalation question.
10. At least one Oregon contractor (Cascade Construction Co.) that did significant work as a subcontractor on one of the eligible projects has not claimed escalation.

JAB:fr

11/12/76

June 18, 1975

The Honorable Robert W. Straub
Governor of Oregon
State Capitol
Salem, Oregon 97310

Attention Edward J. Sullivan
Legal Counsel

Dear Governor Straub:

Re: Senate Bill 416
Escalation of Contract Price for
Increase in Cost of Petroleum Products

I have reviewed the provisions of Senate Bill 416 and recommend that this legislation not be approved for the following reasons:

1. This considers only one group of products used in construction, whereas several other materials have suffered similar, if not greater, cost increases.

2. The industry (Associated General Contractors) has not asked us to include escalation clauses in our contracts, though we have discussed the problem with them several times and have given them the opportunity to make such request.

3. The legislation, as written, discriminates between contracting agencies, i.e., "...a state agency shall and a public agency may modify the provisions..." to increase the contract price.

4. Bulk asphalt prices more than doubled between the fall of 1973 and February 1974, with little or no change since that time. Diesel fuel prices have followed a similar pattern with no significant changes since the second quarter of 1974.

Bid prices on asphalt, which include such items as freight charges, handling costs, anticipated price increases, etc., rose to a range of $75 to $90 per ton but, with the steadier prices, have now dropped to $60 to $80 per ton.

5. The existing law covers most of the period of rapid and extreme escalation of asphalt and petroleum prices. The intent of that law was to provide a "last resort" remedy to contractors in dire financial difficulty and in danger of bankruptcy due to such escalation. The Highway Division had 45 contracts in force which were considered to be eligible for consideration. Of these, notices of claims have been received on 14 projects. Four have been completed for some time and no formal claims are anticipated. Claims have been submitted on five projects, four of which have been responded to, indicating, on the basis of information furnished, the contractor has not shown conditions meeting the intent of Senate Bill 1009. The last claim submitted is still being analyzed. There are still three large contracts in effect which are covered by the existing law and on which claims may be expected to be filed. Most of the claims appear to have been dropped.

6. To our knowledge, all our contractors have been able to obtain asphalt at or near the original quotations received from the oil companies at the time of bidding. Had we not insisted that there be a significant impact on the total contract and that any adjustment under the existing law be a "last resort" remedy, even to the extent of possible litigation against the oil companies, it is a certainty that this price protection would have been lost, resulting in several million dollars additional cost to the State and to the contractors.

If Senate Bill 416 becomes law, it will almost automatically result in the loss of price protection on existing contracts, with the additional cost being paid by the people of Oregon.

This bill far exceeds the intent of the original legislation by making it mandatory on the State to negotiate an equitable settlement on increases of more than 10 percent or face litigation.

Sincerely,

F. B. Kinnan, Administrator
and State Highway Engineer

bc: George H. Baldwin
A. E. Johnson
Walt Birrie
E. S. Hunter
H. S. Coulter
C. T. Keasey
Ralph Sipprell

CTK:fr HSC:ia srb

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-68)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Hood River County
Board of Commissioners
Courthouse

Hood River, OR 97031

Attention of Mr. Ron Merry
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc 1679

Date January 18, 1977

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Statement: UPRR O'xing - Hood River (Button Br.) Section
FAP-24 (formerly FAS 349)

Covered by agreement dated June 22, 1971

THIS IS FOR REFERENCE ONLY - - NO BILLING

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		State and County are each responsible for ½ of the Federal funds ($572,112.35). All other costs are state responsibility ½ ($572,112.35) = $286,056.18 County made no advance deposit Please close this file		

☐ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ --

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ --

Give the number of the last previous request in connection with this same service.

Credit distribution:
514-1079-297

Submitted by:
Harold Reynolds
Harold Reynoldson

Approved:
Division Engineer

Approved:
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** January 18, 1977

County Hood River **Contract No.** 7895 **Date Completed** 8/2/75

FAS FAP 24(formerly FAS 349) **Section** UPRR O'xing Hood River (Button Br.) Section

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Total cost of items participated in by FHWA	$884,636.74
Total cost of items not participated in by FHWA	7,114.40
Total cost of Project	$891,751.14

Federal funds collected $572,112.35

Per agreement dated June 22, 1971, Hood River County is responsible for ½ of the Federal funds for the project. All other costs are the responsibility of the State.

County share of project is as follows:

$\frac{\$572,112.35}{2} = \$286,056.18$

This amount will be transferred from the County's Federal funds.

County made no advance deposit

Reference: **Billing Form** cc 1679

7895

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

RECEIVED
DEC 10 9 26 AM '76
CLAY MYERS
SECRETARY OF STATE

December 9, 1976

Schwab, Burdick & Hilton
Attorneys at Law
1200 Oregon National Bldg.
610 S.W. Alder St.
Portland, OR 97205

Attention: Thomas R. Cook
Credit Manager

NOTED ON CARD
12-13-76

5761

FILED
DEC 10 1976
CLAY MYERS
SECRETARY OF STATE

Gentlemen:

Thank you for your letter of December 6 advising us that the claim you filed on November 22, 1976, in the amount of $6,097.35 against Workman Construction Co. and Workman Contractors, Inc., Contract No. 7895 was inadvertently filed against the wrong bond.

We will make the necessary notation in our records that you are withdrawing this claim, and we will also notify the principal contractors and Safeco Insurance Co. of America.

Very truly yours,

ORIGINAL SIGNED
D. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:sr

cc Safeco Insurance Co. of America
1500 S.W. First Ave.
Portland, OR 97201

Workman Construction Co. &
Workman Contractors, Inc.
P. O. Box 520
Canby, OR 97013

RECEIVED
DEC 13 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc Secretary of State - Please acknowledge receipt of the attached withdrawn claim on the enclosed copy of this letter.

SCHWAB, BURDICK & HILTON
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
SIX TEN SOUTHWEST ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 226-2926

DENTON O. BURDICK, JR.
DWIGHT L. SCHWAB
FRANK H. HILTON, JR.

December 6, 1976

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

State of Oregon
Department of Transportation
State Highway Building
Salem, OR 97310

Attention: C. W. Head
Commission Services

Re: Contract No. 7895
Workman Construction Co. et al.
U.P.R.R. O'Xing - Hood River (Button Bridge)
Section of FAS 349 in Hood River County

Gentlemen:

On November 22, 1976, we forwarded a claim against the above bond for $6,097.35. On November 24, 1976 you acknowledged receipt of this bond claim and advised Workman Construction Co. and Workman Contractors, Inc. and their bonding company, Safeco Insurance Co. of America, of the receipt of the claim.

We have determined that this claim was inadvertently filed against the wrong bond. Therefore, we hereby withdraw the filing of this claim and trust you will advise the general contractors and surety that the claim as to this particular bond has been withdrawn.

Very truly yours,

MERCER INDUSTRIES, INC.

By: Thomas R. Cook 12-3-76
Thomas R. Cook, Credit Manager

mm

RECEIVED
DEC 7 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7895

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

RECEIVED
NOV 30 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FILED
NOV 26 1976
CLAY MYERS
SECRETARY OF STATE

November 24, 1976

Schwab, Burdick & Hilton
Attorneys at Law
1200 Oregon National Building
610 S.W. Alder Street
Portland, OR 97205

Attention: Denton G. Burdick, Jr.

NOTED ON CARD
11-30-76

Gentlemen:

This will acknowledge your letter of November 22 with attached Notice of Claim of Mercer Industries, Inc., stating that Workman Construction Co., and Workman Contractors, Inc., owes them for reinforced steel and labor in the amount of $6,097.35.

From the description given, this appears to be in reference to Workman Construction Co. and Workman Contractors, Inc., Contract No. 7895 on the U.P.R.R. Overcrossing-Hood River (Button Bridge) Section in Hood River County.

The Safeco Insurance Co. of America furnished the bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim is satisfied.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

CWH:fkn
cc Workman Construction Co.
and Workman Contractors, Inc.
Safeco Insurance Co. of America
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FILED
C. W. HEAD

SCHWAB, BURDICK & HILTON
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
SIX TEN SOUTHWEST ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 226-2926

DENTON G. BURDICK, JR.
DWIGHT L. SCHWAB
FRANK H. HILTON, JR.

November 22, 1976

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

State of Oregon
Department of Transportation
State Highway Building
Salem, OR 97310

Attention: C. W. Head
Commission Services

Re: Contract No. 7895
Workman Construction Co. et al.

Gentlemen:

Enclosed is a claim against the bond given by Workman Construction Co. and Workman Contractors, Inc. on the U.P.R.R. O'Xing - Hood River (Button Bridge) Section of FAS 349 in Hood River County.

Would you kindly have the secretary of the commission acknowledge receipt of this notice.

Very truly yours,

Denton G. Burdick, Jr.

DGB:mm
cc: Mercer Industries, Inc.
cc: Workman Contractors

RECEIVED
NOV 23 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

To:

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

RECEIVED
NOV 19 1976

NOTICE is hereby given that the undersigned MERCER INDUSTRIES, INC. has a claim for materials consisting of reinforcing steel and labor in placing the same furnished to Harold Workman, doing business under the firm name and style of Workman Construction Co., and Workman Contractors, Inc., an Oregon corporation, in a joint venture, hereinafter referred to as the contractor. The claim is in the sum of $6,097.35 against the bond taken from the contractor and Safeco Insurance Company of America, surety, for the work of the U.P.R.R. O'Xing-Hood River (Button Bridge) Section of FAS 349 in Hood River County.

Dated this 19th day of November, 1976.

MERCER INDUSTRIES, INC.

By Thomas R Cook
Thomas R. Cook, Credit Manager

RECEIVED
NOV 23 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7895

10-2-75

cc: OSHD (H S Coulter)
Wash DC (HHO-32)
G K Hossner

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
RS-594	Hood River	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract provided for roadbed grading, asphalt concrete paving, and construction of a railroad overcrossing 530 feet long with a roadway width of 40 feet. The project is on FAS 349 (Button Bridge) in the city of Hood River and crosses over Union Pacific Railway.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Workman Construction Co. & Workman Contractors, Inc.	$ 721,883.00

7. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE *(SHD Official)* G K Hossner

TITLE Constr. Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

Button Bridge Section

RECEIVED
OCT 7 1975
Office of
Assistant State Highway Engineer

10-7-75
cy Kinsey

NOTED
H.S. COULTER

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width varies feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.180	varies	X521	0.100

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
D. B. Carter, Area Engineer	8-5-74

12. IN COMPANY WITH R. W. Pillsbury, FHWA, Structural Engineer, and representatives of the OSHD and the contractor

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE: Daniel B Carter D. B. Carter		16. SIGNATURE: G K Hossner G. K. Hossner	
14. TITLE: Area Engineer	15. DATE: 10-2-75	17. TITLE: District Engineer	18. DATE: 10/3/75

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

7895

CON 5 R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 29, 1975

State Treasurer
103 Capitol Building
Salem, OR 97310

Attention: Emily Rohde

TCD 17241 (Safekeeping Receipt 1287) in the amount of $15,000.00 may be returned to the contractor, Workman Construction Company and Workman Contractors Inc. This TCD was a deposit on contract 7895, which has been finaled.

Vernon E. Skoog
Controller

By

R. J. Hacek
Accounting Systems Officer

JP:pl

cc: Workman Construction Co.

NOTED
C. W. HEAD

bc: C. W. Head
J. Bond
R. Church
C. Barrett

COPY FOR MR. _____
From Cecil Head

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and Highway	Acceptance Date
Morse Bros., Inc. No. 7859	Sanderson Bridge (Approaches) Albany-Lyons, Linn County	December 19, 1974
Workman Const. Co. & Workman Contractors No. 7895	UPRR O'xing - Hood River (Button Bridge) FAS 349, Hood River County	December 19, 1974
Hamilton Electric, Inc. No. 7901	River Road at Irvington Drive, Junction Road at Irvington Dr., Lane County	December 19, 1974
Rowell & Wickersham No. 7920	West City Limits-Mason St. (Sheridan) FAS 907 Yamhill County	December 19, 1974
White - Palos No. 7938	White Bridge, Powers Highway, Coos County	December 19, 1974
Aichele Landscaping, Inc. No. 7943	Campbell Street Interchange (Baker), Old Oregon Trail, Baker County	December 19, 1974
La Fond & Son No. 7953	Bay Ocean Road Slide FAS 616, Tillamook County	December 19, 1974
James R. Foster No. 7963	Walker Ave.-Tolman Cr. Rd. Bikeway (Ashland) Rogue Valley, Jackson County	December 19, 1974
J. A. Weaver No. 7989	La Grande Office Building Wallowa Lake, Union County	December 19, 1974

Contractor and Contract No.	Section and Highway	Acceptance Date
Palmberg Paving Co., Inc. No. 7993	Fort Stevens State Park Clatsop County	December 19, 1974
Wildish Construction Co. No. 8028	Creswell (1st Street) Lane County	December 19, 1974
Ray Kizer Const. Co. & Hannan Bros. Co. No. 7779	Rickreall-Independence Junction, Willamina-Salem Polk County	December 23, 1974
Waybo, Inc. No. 7925	Duniway Park-Barbur Blvd. (Portland) Bikeway City St. (Terwilliger) Multnomah County	December 26, 1974
Paul Brothers, Inc. No. 8034	Tryon Creek State Park Multnomah County	December 26, 1974
Rogers Construction, Inc. No. 7764	West Pendleton Interchange, FAS 470 Umatilla County	January 3, 1975
Copenhagen, Inc. No. 7958	Baldock Safety Rest Area Pacific Highway Clackamas County	December 12, 1974
Lundeen Coatings Associates No. 7782	Columbia River (Astoria) Bridge, Oregon Coast Hwy. Clatsop County	January 10, 1975
Baltz & Son Co. No. 7905	Terwilliger Boulevard Interchange, Pacific Hwy. Multnomah County	January 14, 1975

January 20, 1975

J. J. Klobe

Administrator and State Highway Engineer

7895

January 9, 1975

Safeco Insurance Co. of America
4347 Brooklyn Avenue, N.E.
Seattle, Washington 98105

Gentlemen:

On December 20, 1974, we wrote to you concerning release of final payment on Contract No. 7895 awarded to Workman Construction Co. and Workman Contractors, Inc., for work on the U.P.R.R. Overcrossing-Hood River (Button Bridge) Section of FAS 349 in Hood River County.

The total contract amount is $744,847.98 including $4,975.80 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm

cc Workman Construction Co.
and Workman Contractors, Inc.
P. O. Box 520
Canby, OR 97013

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

7895

CON 4-4

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 17, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM Tune Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7895, Work Completed August 2, 1974

Project UPRR O'xing - Hood River (Button Br.)

Highway FAS 349, County Hood River

Type of Work Grading, Paving and Structure

Contractor Workman Const. Co. & Workman Contractors

Recommended Acceptance Date December 19, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RECEIVED
DIV HWY ENGR
DEC 19 '74
ER TO
FOR
Dir. | Asst. | Act | File

7895 C-74

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON

Salem, Oregon

FROM: V. E. Skoog, Controller
By: R. J. Hacek, Acct. Systems Off.

SUBJECT: Workman Contractors
Contracts 7895 & 8016

TO: C. W. Head
John Bond
V. Gallagher
C. Barrett

TCD 16908 in the amount of $15,000.00, a deposit in lieu of retainage on contract 7895, has been transferred to contract 8016. State Treasurer's Receipt #1383 has been issued for this transaction.

Copies of the letter and Treasurer's Receipt will be filed (in the contract file) in the Commission Services Office.

JP:pl

NOTED
C. W. HEAD

October 9, 1974

Workman Contractors Inc.
Post Office Box 520
Canby, Oregon 97013

Gentlemen:

Per instructions from the Oregon State Highway Division, we have cancelled Oregon State Treasury safekeeping receipt number 951, dated November 19, 1973, in the amount of $15,000.00 covering State Highway contract number 7895, and reissued safekeeping receipt number 1383, dated October 9, 1974, in the amount of $15,000.00 to apply to State Highway contract number 8016, (copy enclosed)

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacsk

RECEIVED
OCT 10 1974
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

7895 J

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: U.P.R.R.Oxing-Hood River (Button Bridge)		WEEK ENDING: October 19, 1974
		SECTION PREFIX: 514-1079
HIGHWAY: FAS 349		COUNTY: Hood River
NAME OF JOB: U.P.R.R.Oxing-Hood River(Button Br.)	KIND OF WORK: Grading,Paving,Structure	
CONTRACTOR: Workman Contractors, Inc.	CONTRACT NUMBER: 7895	FEDERAL AID PROJECT NUMBER: RS-594(1)
DATE OF CONTRACT: June 22, 1973	DATE WORK STARTED: July 5, 1973	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 330	CALENDAR DAYS USED: 376
	SPECIFIED COMPLETION DATE: June 18, 1974	PERCENT OF TIME ELAPSED: 376/330 = 113.9
PROJECT AUTHORIZATION: $ 875,684.28		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 806,246.76	ENGINEERING AUTHORIZATION: $ 69,437.57	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 806,246.76	This Week 691.38 ENGINEERING COST TO DATE: $ 99,032.37	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0.7 %	PERCENT OF AUTHORIZATION: 142.6 %	DATE PROJECT WAS COMPLETED: August 2, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2471B							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13	Fair & Warm			
MONDAY 14	Fair & Warm			
TUESDAY 15	Fair & Warm			
WEDNESDAY 16	Fair & Warm			
THURSDAY 17	Fair & Warm			
FRIDAY 18	Fair & Warm			
SATURDAY 19				

Darling
Keasey — Scofield
Bond — Green
Jackmond — Berg
Harwood
Johnsen
Walker

RECEIVED
OCT 21 1974
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
13 SUNDAY	No Activity All Week
14 MONDAY	
15 TUESDAY	
16 WEDNESDAY	
17 THURSDAY	
18 FRIDAY	
19 SATURDAY	

REMARKS

Job Status: Project is completed.

Semi-final will be sent in approximately October 21, 1974.

SIGNED Norman L. Oliva LOCATION The Dalles

Norman L. Oliva

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*7216

October 17, 1974

[redacted]

7895

October 17, 1974

Workman Contractors, Inc.
P. O. Box 520
Canby, OR 97013

F. B. KLABOE
NOTED

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7895 for work on the Button Bridge in Hood River County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 46 days is granted which will delete all liquidated damages. This is due to delay in award, engineering changes and added work.

Very truly yours,

for F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
Carl Williams

JAB:fr dpy

FORM SH-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 11, 1974

FILE: CON 5 #7895

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Button Bridge
Contract No. 7895
Request for Time Extension

Workman Construction requested a 75-day extension at completion of this project (when there were actually 46 days liquidated damages). The contractor cites 6 specific reasons relating to delay in award, engineering changes and extra work. The contract was sent to them on June 22, 1973, which was 29 days after bid opening (it was over estimate and required county concurrence). Nine days time can be granted on this. The contract time started July 5, 1973, and the contractor started work the same day.

Work progress on temporary signing, detour construction, and general mobilization appeared good during July. Northwest Natural Gas Company relocated a 6" line through the construction area August 2-12; No other activity was reported on these dates, but the contractor has not claimed a delay.

The existing structure was closed and the detour opened to permit bridge removal on September 17. The contractor has claimed and should be granted 4 days due to State's delay in furnishing temporary signing and signal equipment.

An engineering error was discovered on October 10, 1973 which resulted in 13 days of delay while a footing was redesigned and corrective work completed. (P.A. 3 and P.A.2).

Adjustment of falsework due to errors in falsework grades caused the loss of 5 days.

The Design Section completed a design revision of Bent #1 on October 31, 1973. The revision resulted in 4 days of additional work, accounting for a minimum of 4 days delay. (P.A. 1)

A revision in the specified bridge paint (two tone color) caused additional 9 days of delay. (P.A. 12)

The Resident Engineer has also recommended two days for late extra work performed after the contractor had prepared his request. (P.A. 16 and P.A. 10)

RECEIVED
OCT 14 1974
Office of
Assistant State Highway Engineer

The project was opened to traffic on July 19, 1974. The calendar day count was stopped on August 2, 1974 with 46 days liquidated damages at $150 per day.

We concur in the field recommendation for 46 days extension which will delete all liquidated damages.

This is a secondary federal aid project. Rough draft letter to the contractor is attached.

JAB:DL:fr

Att.

cc: V. L. Gallagher

E—330 (Rev.)—3M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of ~~Workdays~~ CALENDER

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date ....August 5...., 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ...330.... days to ...377... days, within which to complete our Contract No. ...7895...., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: **See attached letter**

Respectfully submitted,

Workman Contractors, Inc.
Contractor

By David Allen

CONSENT OF SURETY

Date August 13, 1974

We, Safeco Insurance Company of America

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Carol A McAllister
Attorney-in-fact

Carol A. McAllister (SEAL)
Fred. S. James & Co.
Resident Agent

David A Lewis

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7895 Contractor Workman Contractors, Inc.

Highway FAS 349

Section U.P.R.R. O'xing-Hood River (Button Bridge)

Kind of Work Grading, Paving, Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or GRANTED. The reasons for such recommendation are as follows:

4 days	-	Due to State's delay in furnishing signal/flasher hardware.
18 days	-	Delay attributed to Engineering Errors and associated revisions.
9 days	-	Delay in execution of contract award.
14 days	-	Additional time required to perform work required by project revisions (Ex. Bent 1 Footing, 2-tone paint, etc.).
1 day	-	Time required to rebuild UPRR spur roadbed.
46 days	-	Total Recommended

Construction Section also recommends 46 days time extension, which will delete all liquidated damages, due to delay in award, engineering changes and added work.

Recommended for Approval:

Asst Division Engineer

For Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7895
Project designation	RS-594 (1) State-Federal
Date awarded	June 22, 1973
Work started	July 5, 1973
Per cent completed 100	August 2, 1974 Date
No. of Workdays Allowed	330
No. of Workdays Used	376
No. of Added Workdays Requested	75

State Printing 37889

WORKMAN CONTRACTORS, INC. *General Contractors*

PHONE 266-6612
P. O. BOX 520
CANBY, OREGON 97013

7/8/74

Norman Olive
Resident Engineer
The Dalles, OR

re: UPRR O'Xing (Button Bridge) ; time request

Gentlemen:

We are requesting 75 calender days time extension for the above referenced project. There are 6 basic reasons which justify the request as per OSHD spec's and they are:

4 1. Our subcontractor has documented 18 days he was delayed for legitimate reasons. See Foress enclosure.

13 2. 21 extra days are requested for the extra work and delay for the changes in excavation and bent 6 construction change. Four footings were staked in error and the entire bent 6 footing had to be changed because of state errors.

5 3. 13 days are requested as part of the settlement for the errors in falsework grades. See falsework claim for details.

9 4. Nine days are to be allowed for the delay in time form the opening (5/24/73) to award (6/22/73). Any delay greater than 20 days is to be allowed as per section 103.08.

4 5. The change in design of bent 1 caused delay and extra time for construction totaling 7 days.

9 6. Seven days extra time is required to paint two colors on the bridge. The original specifications called for standard concrete grey but that was changed to a 2 tone color scheme.

Your attention to this matter is appreciated.

RECEIVED
NORMAN L. OLIVA
JUL 8 1974
OREGON STATE HIGHWAY DIV

Sincerely,

David A. Nelson

SALES, RENTALS, SERVICE
Silk Screen Processing
Sign Installation
Guide Posts
Barricades
Displays

FORESS CO.
BOX 667
PHONE 752-4479
320 S.W. SECOND ST.
CORVALLIS, OREGON 97330

SIGNS FOR EVERY PURPOSE
Outdoor Advertising
Construction
Commercial
Personal
Traffic

September 7, 1973

Workman Contractors, Inc.
PO Box 520
Canby, Or 97013

Attn: Dave Nelson

RE: U.P.R.R. O'xing
Button Bridge

Dear Sir:

Please accept this letter as documentation for delays in work progress at the above mentioned job, not directly attributable to our firm.

A delay was caused by the alteration of the letter size by the OSHD on the type A sign denoted in the plans as #5. The original order for the letters as shown in the plans was placed on June 29, notification of the change was not received until August 10, at which time a long-distance telecon with our supplier delineating the change was made and we were notified that this would result in a delay of ten (10) days in the production of the new letters. The original order had been shipped and therefore an additional four (4) days of delay was then accumulated due to the shippment of the new legend as a separate order.

Another delay separate from the above, was a loss of time due to the State sign shops not providing the equipment in total necessary for the installation of the span-wire mounted signs, flashers and flood-lights at the time that our representative went to Salem to get these items. This time lost was four (4) days.

RECEIVED
NORMAN L. OLIVA
JUL 8 1974
OREGON STATE HIGHWAY DIV.

SALES, RENTALS, SERVICE
Silk Screen Processing
Sign Installation
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Outdoor Advertising
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Commercial
Personal
Traffic

September 7, 1973

page 2 letter on delay time U.P.R.R. O'xing Button Bridge

We feel that these delays were all the fault of the State of Oregon and its representatives and under Section 108.09(a) and (b), the Standard Specs. for Hwy. Construction manual we are entitled to replacement time equal to the above noted times totalling eighteen (18) working days.

Sincerely,

Foress Company, Inc.
Pete Snook, Manager

PRS/lh

RECEIVED
NORMAN L. OLIVA
JUL 8 1974
OREGON STATE HIGHWAY DIV.

7895

FORM E-20 (REV. 10-69)

RIGHT OF WAY

RIGHT OF WAY
AGENDA
OCT 24 1973
1-1-2

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310
October 17, 1973

SUBJECT: Haul Road Agreement
Hood River (Button) Br. Sec.
FAS 349-Button County Road
Hood River County
Contract No. 7895

To: H. S. Coulter
Asst. State Highway Engr.

B U I L D I N G

Attached for your approval are three copies of a Haul Road Agreement provided by the Union Pacific Railroad Company to the State of Oregon, by and through its Department of Transportation, Highway Division, granting the State a contractor's haul road on the Hood River (Button) Bridge Section of FAS 349, Button County Road, Hood River County.

This Haul Road Agreement has been approved by our Legal Section and by the Construction Section. Please approve this Haul Road Agreement and then forward to Mr. Klaboe for him to obtain the approval of Mr. Jackson, Chairman of the State Transportation Commission, and after approval by Mr. Jackson, sign the Haul Road Agreement in the appropriate spot. After Mr. Klaboe has signed this agreement, please return it to me and I will forward it to the Union Pacific Railroad Company for execution by them.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly
Attach.

cc: F. B. Klaboe
C. T. Keasey
J. B. Boyd
J. F. Putnam
Norman Oliva
J. W. Valentine
Jack Sollis

RECEIVED
STATE HWY ENGR
OCT 18 '73
REFER TO
FOR
Info | Invest | R/D | U/R | Sign | Ret | File

NOTED
H.S.COULTER
RECEIVED
OCT 17 1973
Office of
Assistant State Highway Engineer

Approved by Allen Jackson 10/22/73

10-17-73
approved agreement to AE

RECEIVED
OCT 25 1973
Office of
Assistant State Highway Engineer

69-58478-734

7895

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 11, 1974

Salem, OR 97310

FILE:

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Management Services

B U I L D I N G

SUBJECT: Revised Haul Road Agreement
Hood River (Button) Bridge Sec.
FAS 349-Button County Road
Hood River County
Contract No. 7895
R/W File: 46973

The State's original, fully executed counterpart of the above agreement has been handed to Velda DeGuire in Right of Way for processing, after which it will be forwarded to your office for your permanent records. 10/16/74 Z Distribution of conformed copies has been made as indicated below.

Since the contract has been completed, nothing further under the terms of this agreement is contemplated. To my knowledge all provisions of this agreement have been fulfilled.

RAILROAD COMPANIES
FILE No. 740

JEC:jrk

cc: C. T. Keasey w/att.
W. J. Hart "
D. E. Swan w/4 att.
J. B. Boyd w/original agmt.
J. L. Sollis w/att.
J. F. Putnam "
Norman Oliva w/att.

NOTE: Fully executed copy of agreement to be forwarded to Workman Construction Company for their files.

RIGHT OF WAY SECTION
RECEIVED
OCT 16 1974

7795

STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
10-30		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY
5		Hood River
MODIFICATION NUMBER	(PPM 21-7)	PROJECT NUMBER
1	10-3-74	RS-594(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 11, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 845,530	$ 896,772
Federal Funds	$ 537,418	$ 569,900
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities & extra items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3d day of October, 1974.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By L. L. Smith
for: (Division Engineer)
G.L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division

Federal Aid Project
No. RS-594(1)

U.P.R.R. O'XING-HOOD RIVER (BUTTON BR.) SECTION

FAS 349 IN HOOD RIVER COUNTY

Salem, Oregon, September 27, 1974

Revised Project agreement estimate.

Type Code 6201
Roadway (Sta. 1205+20 to 1211+60)(Sta. 1216+90 to Sta. 1220+00)

Temporary Protection and Direction of Traffic	All Required		$ 28,000.00
Mobilization	All Required		40,000.00
Clearing and Grubbing	All Required		500.00
Removal of Structures and Obstruction	All Required		500.00
*Embankment in Place	4,290 cu.yd.	4.00	17,160.00
Finishing Roadbed and Slopes	All Required		2,000.00
Watering	130 M-gal.	7.00	910.00
Coarse Aggregate Base	3,800 ton	3.50	13,300.00
3/4"-0 Aggregate Base	900 ton	3.50	3,150.00
*Class "B" Asphalt Concrete Mixture	2,092 ton	20.00	41,840.00
Asphalt Cement in Mixture	125 ton	40.00	5,000.00
Asphalt in Tack Coat	2 ton	100.00	200.00
3/4"-0 Aggregate in Prime Coat	36 cu.yd.	4.50	162.00
RC-250 Asphalt in Prime Coat	6 ton	100.00	600.00
12-inch Culvert Pipe	36 lin.ft.	6.00	216.00
Concrete Inlets, Type G-2	1 only	300.00	300.00
Guard Rail, Type 2A	500 lin.ft.	7.00	3,500.00
Guard Rail Anchors	4 only	250.00	1,000.00
Extra for Guard Rail Bridge Connections	4 only	300.00	1,200.00
Extra for Asphalt Approaches	6 only	100.00	600.00
Drainage Curbs	160 lin.ft.	2.00	320.00
			$160,458.00

*Changes

Additional Items

Flagging (60% of Contractor's Cost)	All Required	$ 2,400.00
Permanent Pavement Striping	All Required	50.00
Temporary Erosion Control	All Required	1,000.00
Install Temporary Traffic Signals	All Required	2,800.00
On Job Trainee (2 at $800)	All Required	1,600.00
Temporary Illumination	All Required	1,250.00
		$ 9,100.00
	Subtotal	$169,558.00
	Engineering	22,890.00
	Total	$192,448.00

Type Code X521
Structure (Sta. 1211+60 to Sta. 1216+90)

Bridge Removal Work	All Required		$ 50,000.00
Shoring, Cribbing, Etc.	All Required		20,000.00
Structure Excavation	1,300 cu.yd.	8.00	10,400.00
Structure Excavation Below Elevation Shown	100 cu.yd.	5.00	500.00
*Furnish HP 12x53 Steel Piling	3,740 lin.ft.	5.50	20,570.00
*Drive Steel Piles	97 only	250.00	24,250.00
Splice Steel Piles	18 only	25.00	450.00
Class A Concrete (2,568 cu.yd.)	All Required		275,000.00
Class A Concrete in Retaining Wall	48 cu.yd.	95.00	4,560.00
Reinforcement (758,000 lbs.)	All Required		142,200.00
Reinforcement in Retaining Wall	6,500 lbs.	0.20	1,300.00
Pedestrian Handrail	580 lin.ft.	24.00	13,920.00
Deck Seal	2,400 sq.yd.	1.75	4,200.00
Reinforced Concrete Bridge End Panels	330 sq.yd.	25.00	8,250.00
			$575,600.00

Additional Items

Railroad Protective Cost	All Required	$ 21,000.00
Other Railroad Cost	All Required	17,445.00
PA 1 Furnish & Place Additional Concrete & Reinforcement	All Required	249.51
PA 1 Drive Additional Piling	All Required	2,489.53
PA 2 Backfill Footings	All Required	798.43
PA 3 Revise Bent 6	All Required	2,967.92
		$ 44,950.39

Subtotal	$620,550.39
Engineering	83,773.61
Total	$704,324.00

*Changes

Roadway Length - - - -0.180 mile
Structure- - - - - - -0.100 mile
Total - - - - - - -0.280 mile

Cost of Roadway Per Mile $1,069,155.56

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$192,448.00	$122,300.00	$ 70,148.00
Structure	704,324.00	447,600.00	256,724.00
Total	$896,772.00	$569,900.00	$326,872.00

Group 1 - 91% Group 8 - 9%

Contract No. 7895

Prefix 514-1079

U.P.R.R. O'XING-HOOD RIVER (BUTTON BR.) SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$1,000.00
Seeding and Mulching	All Required	600.00
Adjust Water Line	All Required	500.00
		$2,100.00

7895

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
7-18		COUNTY Hood River
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 7-11-73	PROJECT NO. RS-504(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jct. Mt. Hood Hwy. to E. Hood River Interchange.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-72	0.28
OTHER *(Specify)*		

FUNDS Pre-rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 845,530	$ 537,418

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Bartelt
Asst. State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

for S. L. Green
Warren W. Cusick
(Division Engineer)

Date executed by Division Engineer JUL 11 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right-of-way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

Oregon State Highway Division

Federal Aid Project
No. RS-594(1)

U.P.R.R. O'XING-HOOD RIVER (BUTTON BR.) SECTION

FAS 349 IN HOOD RIVER COUNTY

Salem, Oregon, July 3, 1973

Project Agreement Estimate

Type Code 6201
Roadway (Sta. 1205+20 to 1221+60)(Sta. 1216+90 to Sta. 1220+00)

Temporary Protection and Direction of Traffic	All Required		$ 28,000.00
Mobilization	All Required		40,000.00
Clearing and Grubbing	All Required		500.00
Removal of Structures and Obstructions	All Required		500.00
Embankment in Place	3,100 cu.yds.	4.00	12,400.00
Finishing Roadbed and Slopes	All Required		2,000.00
Watering	130 M-gals.	7.00	910.00
Coarse Aggregate Base	3,800 ton	3.50	13,300.00
3/4" - 0 Aggregate Base	900 ton	3.50	3,150.00
Class "B" Asphalt Concrete Mixture	1,900 ton	20.00	38,000.00
Asphalt Cement in Mixture	125 ton	40.00	5,000.00
Asphalt in Tack Coat	2 ton	100.00	200.00
3/4" - 0 Aggregate in Prime Coat	36 cu.yds.	4.50	162.00
RC-250 Asphalt in Prime Coat	6 ton	100.00	600.00
12-inch Culvert Pipe	36 lin.ft.	6.00	216.00
Concrete Inlets, Type G-2	1 only	300.00	300.00
Guard Rail, Type 2A	500 lin.ft.	7.00	3,500.00
Guard Rail Anchors	4 only	250.00	1,000.00
Extra for Guard Rail Bridge Connections	4 only	300.00	1,200.00
Extra for Asphalt Approaches	6 only	100.00	600.00
Drainage Curbs	160 lin.ft.	2.00	320.00
			$ 151,858.00

Additional Items

Flagging (60% of Contractor's cost)	All Required	$ 2,400.00
Permanent Pavement Striping	All Required	50.00
Temporary Erosion Control	All Required	1,000.00
Install Temporary Traffic Signals	All Required	2,800.00
On-the-Job Trainees (2 @ $800)	All Required	1,600.00
Temporary Illumination	All Required	1,250.00
		$ 9,100.00
	Subtotal	$ 160,958.00
	Engineering	15,920.00
	Total	$ 176,878.00

Type Code X521
Structure (Sta. 1211+60 to Sta. 1216+90)

Bridge Removal Work	All Required		$ 50,000.00
Shoring, Cribbing, Etc.	All Required		20,000.00
Structure Excavation	1,300 cu.yds.	8.00	10,400.00
Structure Excavation Below Elevation Shown	100 cu.yds.	5.00	500.00
Furnish HP 12 x 53 Steel Piling	3,590 lin.ft.	5.50	19,745.00
Drive Steel Piles	78 only	250.00	19,500.00
Splice Steel Piles	18 only	25.00	450.00
Class A Concrete (cu.yd.)	All Required		275,000.00
Class A Concrete in Retaining Wall	48 cu.yds.	95.00	4,560.00
Reinforcement (lbs.)	All Required		142,200.00
Reinforcement in Retaining Wall	6,500 lbs.	0.20	1,300.00
Pedestrian Handrail	580 lin.ft.	24.00	13,920.00
Deck Seal	2,400 sq.yds.	1.75	4,200.00
Reinforced Concrete Bridge End Panels	330 sq.yds.	25.00	8,250.00
			$ 570,025.00

Additional Items

Railroad Protective Cost	All Required		$ 21,000.00
Other Railroad Cost	All Required		17,445.00
			$ 38,445.00
	Subtotal		$ 608,470.00
	Engineering		60,182.00
	Total		$ 668,652.00

Roadway Length - - - 0.180 mile
Structure Length - - 0.100 mile
Total 0.280 mile

Cost of Roadway Per Mile $

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$176,878.00	$112,423.00	$ 64,455.00
Structure	668,652.00	424,995.00	243,657.00
Total	$845,530.00	$537,418.00	$308,112.00

Group 1 - 100%
Contract No. 7895
Prefix: 514-1079

U.P.R.R. O'XING-HOOD RIVER (BUTTON BR.) SECTION

Nonparticipating-State Work

State Responsibility for Damages	All Required	$ 1,000.00
Seeding and Mulching	All Required	600.00
Adjust Water Line	All Required	500.00
		$ 2,100.00

7895

OREGON STATE HIGHWAY DIVISION

October 1, 1974

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

State Treasury Department
103 State Capitol Building
Salem, OR 97310

Re: Workman Contractors, Inc.
Contracts 7895 & 8016

Attention: Merle Crowe, Cashier

Contract 7895 has reached a stage of completion that allows a reduction of the retainage requirements. Please cancel Treasurer's Receipt #951 (TCD 16908 - $15,000.00) which was a deposit in lieu of retainage on contract 7895 and issue a new Treasurer's Receipt showing (TCD 16908 - $15,000.00) as a deposit in lieu of retainage on their contract 8016.

This transaction does not change the amount on deposit but will transfer the deposit credit from contract 7895 to 8016. See attached letter.

V. E. Skoog
Controller

by

R. J. Hacek
Accounting Systems Off.

cc: Workman Contractors, Inc.

CRP:pl
bc: C. W. Head
John Bond
V. Gallagher
Charles Barrett

RECEIVED
OCT 2 - 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#7895

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 4, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Designation-Abandonment Resolution**
Button Bridge, Button Road
City of Hood River
Hood River County

In compliance with an agreement between the State, Hood River County, and the City of Hood River on June 22, 1971, and a Letter of Understanding on March 15, 1972 between the State and the County, the transfer of Button Road to the state highway system may now be completed.

The agreement and letter provide that upon completion of the Button Bridge reconstruction it shall, along with Button Road connecting the Mt. Hood Highway with the East Hood River Interchange on I-80N, be transferred to the state highway system in exchange for the County's assumption of the two frontage roads paralleling the freeway on the north and south, westerly from the West Hood River Interchange.

The construction is now complete and the resolution to complete the transfer of jurisdiction of this 0.18 mile of road to the State as agreed will be presented for your consideration at the September 25 meeting.

We recommend adoption of this resolution.

bc G. H. Baldwin
C. W. Head
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rullen
J. B. Boyd
L. E. George
D. H. Moehring
H. S. Cox
Carl Williams
Gary Sund
Robert Whipps

PBA:ljt ja

7895

August 16, 1974

627-5

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Box 900
Salem, OR 97308

Dear Mr. Green:

Button Bridge
Contract 7895

The changing super and curvature of the Button Bridge required adjustment of the finishing machine as it progressed through the pour. The adjustments were incorrectly made. When the error was discovered, the machine was taken back for another pass.

By the time the deck was cut down to grade, it was getting hard. An attempt at brooming was made, but any results were washed out by the curing water.

Defects in the deck appear to be limited to the lack of texture, surface latence, andas skim of grout which resulted from the refinishing operation.

In discussions with the Region, it was agreed a "bump cutter" would be put on the deck to provide the needed grooves. This will also remove the latence and grout from the surface and reveal any other defects which need attention.

Very truly yours,

A. E. Johnson
Deppty State Highway Engineer

bc: F. B. Klaboe
H. S. Coulter
C. T. Keasey

ACH:mk kmb

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 7, 1974

In reply refer to: 1041BR.1

SUBJECT: Oregon Project RS 594(1)
Button Bridge

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
ATTN: Mr. H. S. Coulter, Asst. State Highway Engineer

A final inspection was held on this project August 5. The bridge was found to look quite good with its circular shape and innovative color.

We are concerned, however, about the center section of the deck. There were construction difficulties with one pour and the result was a surface that is poor now, which will certainly get worse with traffic use. Because this structure is on a steep grade and curve it is desirable that the deck have a durable, non-skid texture. Please let us know how you plan to take care of this problem.

The Region is aware of the problem and is taking steps to make corrections.

For G. L. Green

RECEIVED
AUG 12 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
AUG 8 '74
REFER TO
Coulter
FOR
Info | Leaves | C/D | DR | Sign | Act | File
X

NOTED
A. E. JOHNSON

7895

August 9, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. RS-394(1)

FROM C. T. Keasey
Construction Engineer

SUBJECT Notification Contract Work Completed

Contract 7895, Work Completed August 2, 1974

Project U.P.R.R. O'Xing-Hood River (Button Bridge)

Highway FAS 349

County Hood River

VG:dgk

7895

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE July 15, 1974

TO C. W. Head
John Bond
V. Gallagher
Charles Barrett

FROM V. E. Skoog, Controller
By: R. J. Hacek, Accounting Systems Off.

SUBJECT Workman Construction Co. &
Workman Contractors, Inc.
Contract 7895

Attached is a copy of a letter and Treasurer's Receipt #1287 (TCD 17241) in the amount of $15,000.00 advising us by the above mentioned contractor of the deposit in lieu of retainage on contract 7895.

A copy of the letter and Treasurer's Receipt will be filed (in the contract file) in the Commission Services Office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1287

Received for Account of Workman Contractors, Inc.

Address P.O. Box 520, Canby, Oregon 97013

Date July 10, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Canby Union Bank, Canby, Oregon 6 % Dated 7-5-74 Due 7-5-75	17241	1	15,000				15,000.00
							15,000.00

RECEIVED
JUL 12 1974
Contract Accig.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7895 Hood River Bridge

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

SPECIAL INSTRUCTIONS

_____ State Treasurer

7895

FORM H-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 21, 1973

TO C. W. Head — Vince Gallagher
John Bond — John Herr

FROM V. E. Skoog, Fiscal Officer - OREDOT
By: R. J. Hacek, Acctg. Systems Officer

SUBJECT Contract 7895
Workman Construction Co. &
Workman Contractors, Inc.

Attached is a letter and Treasurer's Receipt #951 (Time Certificate of Deposit - Bond 16908) in the amount of $15,000, which will be used in lieu of retainage on Contract 7895.

A copy of the letter and original Treasurer's Receipt will be filed (in the Contract File) in the Administrative Office.

CRP:njc
Attachments

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 951

Received for Account of Workman Contractors, Inc.
P.O. Box 520

Address Canby, Oregon 97013

Date Nov. 19, 1973

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit 6% Dated Nov. 16, 1973 Due Nov. 16, 1974 Canby Union Bank, Canby, Oregon	16908	1	15,000				15,000.00
							15,000.00

Purpose of Deposit In Lieu of retainage On State Highway Contract No. 7895

Authority ORS 279.575

Countersigned by Mark Brown
Cashier

SPECIAL INSTRUCTIONS

Janet Steiner
State Treasurer

RECEIVED
NOV 20 1973
Contract Accts.

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

November 20, 1973

Workman Contractors Inc.
Post Office Box 520
Canby, Oregon 97013

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt number 951, dated November 19, 1973, covering $15,000.00 Time Certificate of Deposit (6-%) dated November 16, 1973, due Nov. 16, 1974, Canby Union Bank, Canby, Oregon, number 16908.

We have credited your Oregon State Highway Contract number 7895.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, Attn: Dick Hacek

RECEIVED
NOV 20 1973
Contract Acctg.

RECEIVED
NOV 20 1973
FISCAL OFFICER
DOT

COPY

PRESIDENT:
Curtis E. Johnson, Jr.
VICE PRESIDENT:
Janet C. Dietz
EXEC. V.P. & CASHIER:
Dean F. Tatom
ASS'T. V.P.:
Jack Hune
ASS'T CASHIER:
Ruth E. Warthen

CANBY UNION BANK

CONTINUOUS SERVICE SINCE 1932

P. O. BOX 190 • 184 NORTH GRANT • CANBY, OREGON 97013 • PHONE 266-1126

DIRECTORS:
Curtis E. Johnson, Jr.
Janet C. Dietz
Dean F. Tatom
Warren Feller
Raymond R. Reif
John W. Beck
Jack Hune

November 16, 1973

Mr. V. E. Skoog
Finance Section
State Hiway Bldg.
Salem, Oregon 97310

Dear Mr. Skoog:

We enclose Time Certificate of Deposit No. 16908 in the amount of $15,000.00, in the name of Workman Contractors, Inc. Please hold this certificate in lieu of retainage on Button Bridge.

Contract # 7895

Sincerely,

Betty J. Nelson
(Mrs.) Betty J. Nelson
Executive Secretary

Received from Oregon State Highway Division

D. Nelson

by

STATE TREASURER, STATE OF OREGON

DATE _____

RECEIVED
NOV 19 1973
Contract Accts.

NOV 19 1973

7145

ES Hunter

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 2, 1973

TO Memorandum to the File

Marion Craft

FROM Marion Craft
Foundation Engineer

NOTED
E. S. HUNTER

SUBJECT UPRR-Hood River (Button Br.)
Br. 2471B
Contract 7895

On October 31, 1973, I visited this site with Mr. Herb Duvall and Mr. N.O. Peterson, who were the drillers that did the foundation exploration for this job. The reason for the visit was to look at the excavation on the left side of Bent 1.

The foundation exploration information indicated a steeply sloping underlying rock line at this bent. Also, conversation with the owners of the building just off the Southwest end of the structure, just to the left of Bent 1, disclosed that they had to excavate into rock for the foundation of the house.

The bent was designed to be supported by a pile supported footing on the right and by a spread footing on the left at 4 tons per square foot, with a simple beam between the two footings as the end beam.

The six piling for the right footing had been driven obtaining about 15 feet of penetration at 70 tons bearing. After excavating down to the planned bottom of footing elevation on the left, the material did not look good enough for 4 tons per square foot bearing, so Norm Oliva had the contractor dig a hole in the area of the footing with a backhoe. The hole was dug about 10 feet deep and at that depth began to hit hard solid rock. The material dug out was a silty clayey, rocky bouldery material, with crushed rock found just above the solid rock, indicating most of the overlying material was old fill.

RECEIVED
NOV 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 5 1973
Office of
Assistant State Highway Engineer

The material at the bent location definitely is not something to set spread footings on. I would recommend redesigning the footing to be pile supported using the HP 12x53 pile cutoffs on the job. The piles should get 10 to 15 feet of penetration and could be designed for 70 tons per pile.

MAC/ag

cc E. S. Hunter
C. T. Keasey
J. F. Putnam
N. Oliva

Jas 349
Hood R

FORM E-20X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
OCT 22 1973
ENGR. COOR. OE AE UE
UPE CE RE RPE

DATE October 16, 1973

TO File

FROM ORIGINAL SIGNED
K. A. CHATWOOD
K. A. Chatwood
Administrative Right of Way Agent

SUBJECT Investigation of Grantor's Complaint Regarding Acquisition
File 17040 - Harry W. English
U.P.P.R. O'Xing Hood River (Button) Bridge Section
Button County Road
Hood River County

Last week, Mr. Charles Mathias of the Federal Highway Administration asked that I accompany him or Mr. Quesnel on an investigation of an acquisition made by Hood River County with the above-named grantor.

On Friday, October 12, Mr. Leo Quesnel, Mr. Harold Reynoldson (City-County), and I traveled to Hood River to investigate the complaint by Mr. English that he was not treated properly during the acquisition process by County officials, that he had not been negotiated with prior to a filing of the complaint, and that he did not know where the right-of-way taking was and if the building involved in the right-of-way taking was his property, belonged to the County, or what the disposition of the improvement was to be.

We first called on the County Administrator, Mr. David ~~Docus~~ Dodham, at his office in the County Courthouse. Mr. Docus said that he had been employed by Hood River county after the negotiations and the filing was made on Mr. English. He said he knew English inasmuch as Mr. English had been in the courthouse talking and discussing the right-of-way acquisition several times. Mr. Docus also said that Mr. Harry English was represented by a local attorney by the name of Bawter Parker. He said that Mr. Parker was a knowledgeable attorney and had been involved in the acquisition almost from the beginning. Mr. Docus said the complaint had been filed on May 15, and the money was deposited in the Court on May 23. There were several manipulations after this time by the attorney for the grantor. Mr. Docus could not give us more information on the file inasmuch as the acquisition was now being handled by the District Attorney, Donald W. Hull.

At 1:00 o'clock, the appointed time, Mr. Reynoldson, Mr. Quesnel, and I called at the English residence which is on the same parcel of land that is involved in the acquisition for the bridge project. Mr. and Mrs. English were very gracious in their receiving us into their home; they have a very lovely brick home overlooking the

city of Hood River. They are retired people -- I would say in their seventies. Mr. English had for many years, been the distributor for E. I. Dupont Products in the County and had considerable inventories on hand and crews to deliver the explosives throughout the area. There is a large shop building on the property, much like a maintenance site for the Highway Division. In the area of the taking is a business rental building of about 1,500 square feet. It is divided in such a way that two businesses can occupy the premises at the same time. It has a full basement. The building most likely was a residential structure 50 years ago; the basement is made of rubble rock laid up three feet thick to form the foundation walls of the building. The building has recently been lined with plywood and it is very clean; the woodwork has all been recently painted and the linoleum is new. The taking is the easterly one third of the business structure.

The premises is vacant, there is no evidence that the County has taken possession even though the complaint was filed last May and the contractor is now working on the bridge construction.

Mr. English is a man who likes to talk and he did talk -- for almost two hours. He started out by telling us how wrong the engineers were in placing the bridge at its present location, and then went on and said that there should have been an exit ramp from the west coming directly onto his property rather than come to the foot of the hill and then make the truckers and the people grind all the way up the hill from the interchange as it has now been constructed. He was vocal on all subjects and he claimed that he had never been negotiated from the very beginning and knew nothing of the project until he was suddenly told that a complaint had been filed.

However, as the afternoon progressed and he continued to talk, he brought out a file that he had kept on the project and he started referring to letters and documents in the file. During this time, two different times he read from a letter from one of the County Commissioners discussing or making an offer in dollars for the property that was many months ahead of the filing. Also, our file in the City-County Section contains copies of letters sent by the District Attorney giving an offer to him in writing.

Mr. English stated he had no confidence in his attorney, that his attorney had been on a trip to Europe and had not paid attention to business and that he had hired two other attorneys - one, Mr. Bill Dick in The Dalles, and the other in Portland, whom he would not name. Just prior to our leaving he said that it should not be necessary to hire all these attorneys in a transaction such as this, and he felt that if the County had been straightforward in the land transaction, it wouldn't have been necessary. At this time I said, "Well, you told us that you had hired two more attorneys in Portland and The Dalles," and he answered, "No, I haven't hired them yet." So, one minute he would say he had done something and the next minute he would say that he hadn't done it yet. After listening to him for two hours, it became apparent to me that he was adamant

that the County replace his income stream rather than pay him just compensation for the land, and he seemed to be very knowledgeable on these matters. I am sure that his attorney had told him he was entitled to only just compensation and he said he would carry it to the highest court in the land, the fact that they couldn't treat people this way, they must replace the income stream he had lost by the loss of these two rental business locations.

On Monday, October 15, I put in a call to District Attorney Donald W. Hull. Mr. Hull know Mr. English very well, said that he had been in his office many times and that they were unable to negotiate any kind of settlement with him. I asked Mr. Hull if they had offered Mr. English the Relocation benefits to which he would have been entitled as a businessman. Those are (1) moving payment for moving personal property off the premises being condemned, (2) search expense and (3) "in lieu" payment for loss of business. Mr. Hull said he did not know if this had been handled by the negotiator, that he would call the individual who had handled this matter and then call me back at a later time. I told Mr. Hull that this was part of the Federal Law and that the County could be in trouble through the courts if they did not comply with this Federal regulation. He said he stood ready to comply and asked how to do this. I told him that this was explained in the Relocation Manual that had already been furnished him by our Department and that we would assist him in this matter if he needed help.

Mr. Leo Quesnel called on Monday, October 15, and advised that they found a discrepancy inasmuch as the certificate that the project was clear was dated March 30, when in fact, the project was not clear until the latter part of May.

I have discussed this matter with Si Cox and Si said that he was knowledgeable that the project was not clear, and in fact the contract was put off for 30 days because of this fact.

KAC:LS
cc Charles Mathias
H. Brainerd
Si Cox ———
Attention Harold Reynoldson

7895

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 8, 1973

TO Norman Oliva
Resident Engineer

FROM L. H. Young, Office Engineer

SUBJECT Contract 7895
Furnish Steel Piling
Bid Item: 26

NOTED
A. E. JOHNSON

Please note this bid item has been set up for both participating and nonparticipating quantities.

The extent of FHWA participation will be only the piling length actually incorporated in the work. The difference between the total order length and the length actually incorporated in the work will be nonparticipating.

PAY ESTIMATE PROCEDURE (Bid Item: 26)

Prior to Semifinal Submission

1. On progress estimates enter all quantities as participating.

Semifinal Estimate

1. Adjust the participating quantity to the total length actually incorporated in the work.

2. Enter the difference (order length - length actually incorporated in the work) as non-participating.

A tabulation of the piling actually incorporated in the work should be submitted with the semifinal data.

RECEIVED
STATE HWY ENGR
AUG 9 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Stds | Act | File

VG:jb

cc: A. E. Johnson
M. J. Hart

7895

August 8, 1973

Workman Construction Company
and Workman Contractors, Inc.
P. O. Box 320
Canby, Oregon 97013

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract No. 7895 for work on the U.P.R.R. O'Xing-Hood River (Button Bridge) Section of FAS 349 in Hood River County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Read, Manager
ADMINISTRATIVE SERVICES

NB
Enclosure

cc Safeco Insurance Co. of America
4347 Brooklyn Avenue, N. E.
Seattle, Washington 98105

bc C. T. Keasey
Walt Hart
L. H. Young
Attn Vince Gallagher
J. F. Putnam
Norman Oliva

7895

5

FORM M-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 5, 1973

TO Victor D. Wolfe, Location Engineer
Attention: James McClure

FROM ORIGINAL SIGNED BY J. H. VERSTEEG
J. H. Versteeg, Road Design Engineer

SUBJECT Footpaths and Bicycle Trails for
UPRR O'Xing-Hood River (Button Br.) Section
FAS 379
Hood River County

#7895

The following items are chargeable to footpaths and bicycle trails on the above-named project:

ITEM NO.	ITEM	UNIT	QUANTITY	ESTIMATED PRICE	ESTIMATED AMOUNT
8.	Coarse Aggregate Base	Ton	36	$ 3.50	$ 126.00
9.	3/4"-0 Aggregate Base	Ton	16	3.50	91.00
10.	Class B Asphalt Concrete Mixture	Ton	14	20.00	280.00
11.	Asphalt Cement in Mixture	Ton	1	40.00	40.00
	Structures				67,138.00
				TOTAL	$67,675.00

A copy of detailed estimate of cost of bicycle path on structure is attached.

Width: 4'-5'
Length: 750 ft.

Total of all contract items $721,883
9.4% of contract in footpaths and bicycle trails.

NOTED
E. S. HUNTER

cc: E. S. Hunter
L. H. Young
C. T. Keasey
V. E. Skoog
D. A. Ridings
V. L. Gallagher

RECEIVED
JUL 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7895

5

bc C. T. Keasey
Walt H
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
Norman Oliva
William Geibel (SAIF)

June 22, 1973

Morrison Construction Company
and Morrison Contractors, Inc.
P. O. Box 520
Canby, Oregon 97013

Gentlemen:

The State Highway Commission on June 1, 1973 accepted your proposal for work on the U.P. R.R. Overcrossing-Hood River (Button Bridge) Section of FAI 349 in Hood River County in the amount of $721,883 and referred it to the Administrator of Highways with authority to award the contract as soon as Hood River approves the project.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7895.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped Advance Copy to be Retained by Contractor is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin July 5, 1973.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. H. Graham, Assistant Secretary

bc
Enclosures

bc Pacific Builder &Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

FAS 349
Hood River Co.

FORM E-90 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
April 11, 1973

SUBJECT: Agreement - Lights on Old Hood River Bridge
Button Bridge Section
Hood River County
Prefix No. 514-1482

To: W. J. Hart
Bridge Engineer
SALEM

ATTENTION: L. L. Wallace

From: J. F. Putnam
Regional Engineer

By: Robert C. Pool
Regional Maintenance Engineer

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COUNTY & CITY SECTION
APR 27 1973
ENGR. COOR. OE AE UE
UPE CE RE RPE

Reference is made to your letter of February 12 which concerned the upgrading of the illumination at each end of the old Hood River Bridge with 400-watt mercury-vapor luminaires.

Attached is a copy of the existing agreement under which the lighting is being operated and maintained. This agreement provides that the State will maintain the lighting facilities and that the City will provide for the required electrical energy. This agreement has been modified by a verbal agreement some years ago which provided that the State would pay for the electricity for the light on the east end of the structure which is not located within the city limits of Hood River. The City was contacted concerning this matter and they are reluctant to take on the maintenance costs of these improved facilities or to start paying for the electricity outside of the city limits of Hood River.

5-1-73 Tr. Sect. will request Wm. agree. re the foregoing lighting for consideration. Gmtl.

It is our recommendation that a new agreement be drafted that would provide essentially a status quo as shown below in the maintenance and operation of these facilities.

State Obligation	City of Hood River Obligation
1. Upgrade lighting facilities at east and west ends of structure to 400-watt mercury-vapor luminaires.	1. Provide electricity for luminaire at west end of structure.
2. Maintain lighting facilities	
3. Provide electricity for luminaire on east end of structure.	

L.E. George
Co. Cty

NOTED
J. H. WOOD

NOTED

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BRIDGE DIVISION

RCP:kn
Enclosure
cc: J. S. Sawyer

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MAR 22 1973
BRIDGE DIVISION

APPROVED BY HIGHWAY COMMISSION
DATE 2-12-38
Secretary

AGREEMENT

J. S. SAWYER

THIS AGREEMENT, made and entered into this 8th day of February, 1938, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called the "State", party of the first part, and the CITY OF HOOD RIVER, a municipal corporation of the State of Oregon, by and through its City officials, hereinafter called the "City", party of the second part,

WITNESSETH:

RECITALS:

1. The Columbia River Highway, and particularly that portion of said highway within the corporate limits of the City of Hood River is a duly adopted, designated, improved and maintained state highway.

2. The said highway crosses Hood River at or near mile post 65.60 by means of a bridge heretofore constructed and now being maintained by the State Highway Commission.

3. For the convenience and safety of the public traveling on said highway and using said bridge the bridge had been lighted at the expense of the City of Hood River and the State of Oregon by mutual arrangement.

4. It is necessary now that the lighting facilities be to some extent repaired and renewed and that the responsibility for such be assumed either by the City or by the State.

NOW, THEREFORE, the premises being in general as above stated, it hereby is mutually agreed as follows:

1. The State shall repair and/or renew, and thereafter maintain, at State expense the existing lighting facilities on said bridge and use them for the purpose of lighting said structure for the accommodation and benefit

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BRIDGE DIVISION

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BRIDGE DIVISION

of the traveling public.

J. S. SAWYER

2. The City at its sole expense shall provide all necessary electrical energy required for the proper lighting of said bridge.

3. The parties to this agreement shall in good faith cooperate, each with the other, to the end that the traveling public may be adequately served in connection with the use of said bridge and the facilities provided for the accommodation of the general public.

4. This agreement may be terminated by either party after 60 days' written notice to the other at any time after January 1, 1939.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals the day and year first above written.

STATE OF OREGON, by and through its State Highway Commission,

By Henry F. Cabell
As Chairman

By E. B. Cook
As Commissioner

By H. L. Lovell
As Commissioner

Party of the First Part

ATTEST:
Secretary

APPROVED:
State Highway Engineer

CITY OF HOOD RIVER

By A. A. Goldsby
Mayor

By H. L. Klein
Recorder

Party of the Second Part

ATTEST:
City Recorder

JLD:FU

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fas 349
Button Br
Illum

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 12, 1973

TO Mr. J. F. Putnam
Regional Engineer

FROM L. L. Wallace
Bridge Design Engineer

SUBJECT Temporary Illumination
UPRR Oxing
Hood River (Button Bridge) Project

Money has been allocated in this project to provide for contractor removal of existing incandescent illumination at each end of the detour bridge and the installation of 400-watt mercury-vapor luminaires. Upon completion of the job the mercury luminaires would have to be removed and the old incandescent luminaires reinstalled.

However, it would be desirable to reach an agreement with the City of Hood River to leave the two new mercury-vapor luminaires installed and have the City assume maintenance and power cost on them after the project is completed.

Please see what can be done to reach an acceptable agreement on this matter.

DOC:dh

cc E. S. Hunter
H. S. Cox

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COUNTY & CITY SECTION
FEB 13 1973
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UPC BC RC RPS

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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 10, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
April 26 Bid Letting

Bids will be taken April 26 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for

1. Clear Creek Bridge Section
Woodburn-Estacada Highway, Clackamas County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established ... if ... the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. UPPR O'xing Hood River (Button) Bridge Section
FAS 349, Hood River County
Grade, Pave and Structure (Co-op) Project

A five-foot sidewalk will be provided along the length of the project. This project was previously on the January 23 agenda.

3. Oregon Coast Highway-Waterline Drive (Newport) Section
Naterlin Drive, Lincoln County
Grade and Pave Project

Same as No. 1. If the need for paths does arise in the future, they can be added at that time.

Copy to:. John Oaks
C.G. Swenson
R.N. Chase
J.F. Putnam

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

3-30-73

Attention: County and City Section

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 349

Project Name UPRR O'xing Hood River (Button) Bridge Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☐ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☒ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hood River, Oregon,

this 30 day of March, 1973

Hood River County

Jerry Routson
Chairman

Commissioner

Lyle D Jansen
Commissioner

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COUNTY & CITY SECTION
APR - 6 1973
☑ ENGR. ☑ COOR. ☐ NE ☐ AE ☐ UE
☐ UPE ☐ AE ☒ RE ☑ RPE ☐

(5/12/70)

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS
Hood River County Courthouse
Hood River, Oregon
Telephone 386-3970

April 3, 1973

Mr. H. S. Cox
City-County Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Si:

Attached are two signed copies of the right of way certificate for the Button Bridge project. Hopefully this matter is now in order and you will be able to proceed.

Many thanks for your assistance in this matter.

Sincerely,

Jerry Routson

Jerry Routson
Chairman, Hood River County
Board of Commissioners

ds

Returned one of the two copies to Carlos Van Ekborg 4/6/73

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COUNTY & CITY SECTION
APR - 6 1973

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

February 16, 1973
Salem, OR 97310

To: C. W. Head
Secretary
State Highway Commission

B U I L D I N G

SUBJECT: Construction Agreement
Hood River (Button) Bridge Section
FAS 349-Button County Road
Hood River County
PUX 819 SXF 582
R/W File: 46973

The State's original, fully-executed counterpart of the above agreement has been handed to Velda DeGuire in the Right of Way Section for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

The Bridge and Construction Sections will be required to adhere to Sections 2, 5, 6, 7, and 12 of the agreement, pertaining to the construction of the new structure and the removal of the existing structure by our contractor.

Maintenance of the new structure will be performed by Hood River County.

The Accounting Section will ultimately be required to audit and pay the bill for the work performed by railroad forces set forth in Section 3 and Exhibit "B" of this agreement and the Construction Division will be required to approve this bill before the Accounting Section performs its audit.

The Section Heads should review this agreement and acquaint themselves with the responsibilities their section must bear in fulfilling this agreement.

J. E. Chidsey
Railroad and Utility Engineer

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STATE HWY ENGR
FEB 15 73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

JEC:jly
Attach.

cc: ~~A. E.~~ Johnson
C. T. Keasey w/att.
R. N. Bothman "
W. J. Hart "
V. E. Skoog "
R. N. Chase " (4)
J. L. Sollis "
J. F. Putnam " (2)*
J. W. Valentine "

RECEIVED
FEB 16 1973
Office of
Assistant State Highway Engineer

* Please furnish one copy to Resident Engineer to be forwarded to District Engineer when project is completed.

7895

5

FORM 6-69

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 12, 1973

TO Mr. J. F. Putnam
Regional Engineer

FROM L. L. Wallace
Bridge Design Engineer

SUBJECT Temporary Illumination
UPRR Oxing
Hood River (Button Bridge) Project

Money has been allocated in this project to provide for contractor removal of existing incandescent illumination at each end of the detour bridge and the installation of 400-watt mercury-vapor luminaires. Upon completion of the job the mercury luminaires would have to be removed and the old incandescent luminaires reinstalled.

However, it would be desirable to reach an agreement with the City of Hood River to leave the two new mercury-vapor luminaires installed and have the City assume maintenance and power cost on them after the project is completed.

Please see what can be done to reach an acceptable agreement on this matter.

DOC:dh

cc E. S. Hunter
H. S. Cox

NOTED
E. S. HUNTER

RECEIVED
FEB 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7895

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

T. P. ROGERS
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

JANUARY 30, 1973

File Ref.
D 9004 - 32 - 3

Mr. T. W. Litchfield,
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RAILROAD COMPANIES
FILE No. 7240

Dear Sir:

Please refer to your letter of January 12 and previous correspondence covering the Union Pacific over-crossing, Hood River (Button Bridge) Section, FAS No. 390.

Attached are the State's and Hood River County's fully-executed counterparts of agreement dated July 5, 1972 (our C. D. No. 37607-4), which has been duly executed by the Railroad and Union Pacific Land Resources Corporation.

Will you please transmit the County's copy of the agreement to them?

Yours very truly,

T. P. Rogers

T. P. Rogers,
Superintendent

encs.

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FEB - 1 1973
UTILITY UNIT

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JUL 31 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

Court
Bridges
Button Br

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **July 31, 1972**

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Agreement**
Relocation of Button Bridge
Hood River County

There will be on the agenda for the August 8 meeting an agreement among the Union Pacific Railroad Company, Union Pacific Land Resources Corporation, Hood River County, and the State providing for the relocation of Button Bridge on Button County Road in Hood River County. This agreement grants the State a permanent easement for this overcrossing structure and cancels the existing agreement with the County which was granted in 1938 by the Railroad.

The agreement provides for the State to reimburse the Railroad for the removal and replacement of an industry track, the temporary and permanent relocation of signal and communication lines, and the necessary engineering and inspection charges. These are estimated to cost $28,680.

The agreement also requires the contractor to take the usual safety precautions during construction and provide the usual insurance protection.

The County executed this agreement on July 5, 1972, and your approval is recommended.

TWL:dl fa

bc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
Gary Sund
Gary Ross
H. S. Cox
V. E. Skoog
T. W. Litchfield

7895

January 26, 1973

City of Hood River
City Hall
Hood River, Oregon 97031

Attention: Dorothy M. Sayers
City Recorder

MISC. CONTRACTS &
AGREEMENTS No. 27037

Gentlemen:

Attached for your records is a fully executed copy of an agreement with the City of Hood River, Hood River County and the Oregon State Highway Commission pertaining to the Union Pacific Railroad Overcrossing Hood River (Button) Bridge Section on Button Road, FAS 349.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
Att.

cc H. S. Cox
(agree. att.)

RECEIVED
JAN 19 1973
FOR FILING

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January 17, 1973

To Oregon State Highway Commission

From F. B. Klaboe
State Highway Engineer

Subject Footpaths and Bicycle Trails
January 25 and February 22 Bid Lettings

Bids will be taken January 25 and February 22 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376 is shown for each project.

January 25 Bid Letting

1. Terrebonne-Bend Section

The Dalles-California Highway, Deschutes County

Grade, Pave & Structures Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2 (b) which states that "Footpaths and trails are not required to be established . . if . . the cost of establishing such paths and trails would be excessively dispproportionate to the need or probable use."

The primary purpose of this project is to provide passing lanes in four locations plus one additional left-turn refuge area, all within the existing right of way.

2. Central Business District (Corvallis) Section

Pacific Highway West, Benton County

Signals Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. City-wide Traffic Signals (Medford) Section

Various City Streets (47 Intersections), Jackson County

Grade, Pave & Signal Project

Same as No. 2

4. Willamette River-Orleans Section

Corvallis-Lebanon Highway, Linn County

Slope Protection Project

Same as No. 2

5. Redwood Highway at Lister St. (Cave Junction) Section

Redwood Highway, Josephine County

Same as No. 2

February 22 Bid Letting

1. Woodburn Interchange-Hayesville Interchange Section

Pacific Highway, Marion County

Grade, Pave, Structure, Illumination & Signing Project

Sidewalk/bicycle facilities will be provided on the freeway overcrossing structures and not along the freeway, as alternate bike routes will be available along other roadways which connect the population centers. It is felt that with the other the other available ways the cost of establishing a bike trail along the freeway would be disproportionate to the use.

This was previously on the agenda for the December 12 meeting.

2. Cape Arago Highway-Woodland Drive Section

Empire-Coos Bay Highway, Coos County

Grade, Pave & Signals (Cooperative) Project

Sidewalk/bicycle facilities will be provided on both sides of the project throughout its length.

3. U.P.R.R. O'xing, Hood River (Button) Bridge Section

FAS-349, Hood River County

Grade, Pave & Structure (Cooperative) Project

A five-foot sidewalk is provided along the length of the project.

4. NE 160th Ave-NE 190th Ave Section

FAS 730 (NE Halsey St), Multnomah County

Grade and Pave Project

Gravel footpaths and concrete sidewalks will be provided throughout the project. This was previously on the agenda for the September 19 meeting. This is a county project.

5. Willamette Overflow (Harrisburg) Bridge Section

Albany-Junction City Highway, Lane County

Structure Project

A sidewalk/bicycle facility will be provided along one side of the highway throughout the length of the project.

These matters will be on the agenda for the January 23 meeting and your approval is recommended.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
J. B. Boyd
J. H. Versteeg
Gary Ross
Gary Sund

JDM:mc dpy

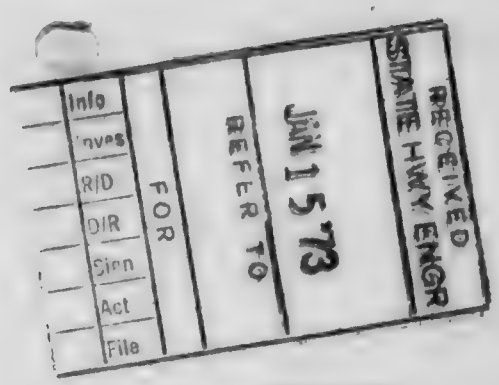
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7895

HIGHWAY BUILDING • SALEM, OREGON • 97310

378-6511



January 12, 1973

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

ATTENTION: Mr. T. P. Rogers

RE: Revised Encroachment Map
UPRR Overcrossing
Hood River (Button) Bridge Sec.
FAS 349 - Button County Road
Hood River County
PUX 819 SXF 582
R/W File: 46973
Your File: D 9004-32-3

Gentlemen:

This is in reply to your letter dated October 24, 1972, wherein you request that we revise our easement area to conform to Exhibit "A", revised June 1, 1972, (Your Drawing No. D-4244-1) which was attached to the agreement submitted to us with your letter dated June 7, 1972.

We have examined the area required and find that the area set forth on your above-mentioned Exhibit Map will satisfy our needs in this area.

You will find enclosed four prints of our Encroachment Map, Drawing No. 9B-9-17, revised December 1972, and four prints of our description for Right of Way File 46973, dated December 14, 1972, which have been revised to conform to your Exhibit "A" dated June 1, 1972. Please incorporate this material in your records.

Bids for this project are to be opened by the State Highway Commission on February 22, 1973. Additional information will be transmitted to you as it becomes available.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

FOR B. KLABOE

TWL:jly
Enclosures
bc: F. B. Klaboe
H. S. Cox
W. J. Hart
C. T. Keasey
J. F. Putnam
R. S. Hawkins
J. W. Valentine

Jas 349
Hood R Co.

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 2, 1973

SUBJECT:

To: Floyd Scott, Design Engineer

OPTION
U.P.R.R. O'xing Hood River (Button)
Bridge Section
Button County Road

Attached you will find one revised option form in quadruplet covering an easement for overcrossing to be acquired in connection with the U.P.R.R. O'xing Hood River (Button) Bridge Section of the Button County Road.

This description has been revised at the request of the railroad company.

FILE NO.	NAME	AREA
46973	O.W.R. and N. Co.	0.25 acre

John R. Oakes
Assistant R/W Engineer

AC:mc
Enc. 1 option

cc: J. F. Putnam
H. B. Brainerd
H. S. Cox
T. W. Litchfield

RECEIVED
COUNTY & CITY SECTION
JAN 4 1973
ENGR. C.&DR. AE UE
UPE CE RE RPE

November 8, 1972

Mr. Carlos Van Elsberg
Hood River County Director
of Public Works
Courthouse
Hood River, Oregon 97031

Re: Button Bridge Section
FAS 349
Hood River County

Dear Mr. Van Elsberg:

In response to your telephone request we are sending you three copies of each of three drawings related to the location of the Standard Oil Company tanks in the vicinity of this structure.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt

Encl.

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OPE CE AE RPE

fa 349
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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

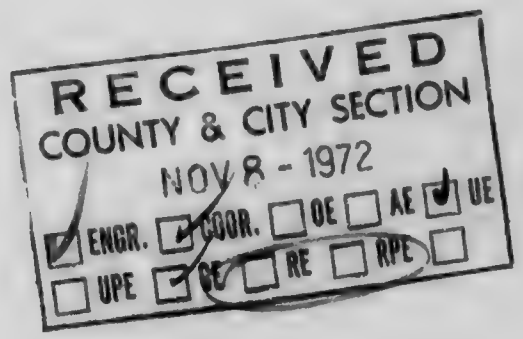
Salem, Oregon

DATE November 7, 1972

TO H. S. Cox
County-City Section

FROM L. L. Wallace
Bridge Design Engineer

SUBJECT Button Bridge Oxing of U.P.R.R.
on FAS 349
Bridge No. 2471B



In response to your phone request for information to aid the county in their negotiation with the Standard Oil Company we are transmitting the following information.

Because of Oregon regulations relating to storage tanks for flammable liquids the subject structure had to be moved to the east. See my memorandum dated October 4, 1972.

On our original plans the clearance between the structure and the tanks was 3'-8 1/4". By moving the sidewalk to the east side of the structure we now have a horizontal clearance of 9'-6 3/4". This accomplished three objectives.

1. Gained construction clearance in the area of the storage tanks.

2. Held the roadway alignment which would have been difficult to adjust and still make the connection to the access road at the north end.

3. Moved the pedestrians farther away from the tanks which we believe to be safer.

Attached are four copies each of Drawing No. 28538, plan and elevation; Drawing No. A-186, required clearance to storage tank; Drawing No. B-527, original clearance; a letter dated September 20, 1972, to the State Fire Marshal; and a letter dated September 25, 1972, from the State Fire Marshal.

TGT/ag
Attachs.
cc F. Hall
R. W. Ellison
T. Litchfield

2471B

OFFICE OF STATE FIRE MARSHAL

Division of DEPARTMENT OF COMMERCE

668 CHURCH ST. N.E. • SALEM, OREGON • 97310 • Phone 503-378-4917

September 25, 1972

L. L. Wallace
Bridge Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: Hood River (Button) Bridge Section
FAS 349 Hood River County - Bridge #2471B

Dear Mr. Wallace:

This is in response to your correspondence, dated September 20, 1972, requesting the minimum requirement for clearance between the combustible liquid storage tank and the right-of-way line or bridge structure.

Oregon regulations relating to storage of flammable and combustible liquids permit the storage of flammable liquids, as indicated on your submitted plan and as discussed with you, up to 30,000 gallon capacity within 5 feet of property lines that can be built upon or from nearest important building.

The regulations do not permit the storage of liquids with boil over characteristics such as crude oil, nor liquids that might be unstable under fire conditions to be stored at this distance from property lines and important buildings. Also tanks with floating roofs, vertical tanks dependent on weak roof to shell seams for emergency relief venting and tanks designed for pressures in excess of 2.5 P.S.I.G. require greater set back distances. However, this has not been indicated here.

Therefore, the 5 foot set back appears acceptable.

RECEIVED
SEP 26 1972
BRIDGE DIVISION

NOTED
MAILED R.W. ELLISON copy to co. ctr
9-29-72
L.L. WALLACE

We trust this is the information you have requested.

Very truly yours,

C. WALTER STICKENY
State Fire Marshal

Dick Small
Deputy

CWS:DS:rps

cc: Deputy Ingram

RECEIVED
SEP 26 1972
BRIDGE DIVISION

fas 349
Hood R C

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 20, 1972

Mr. Walter C. Stickney
State Fire Marshal
668 Church St. N. E.
Salem, Oregon 97310

Attention Mr. John Bornstedt

Dear Mr. Stickney:

Hood River (Button) Bridge Section
FAS 349, Hood River County
Bridge No. 2471B

It is our understanding that the five-foot dimension shown on the attached drawing is the minimum requirement for clearance between the combustible liquid storage tanks and the right-of-way line or bridge structure.

Please return one print of our Drawing No. A-186 with your approval or comments.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

LLW/ag
Attach.
cc R. W. Ellison w/attach.
H. S. Cox w/attach.
T. W. Litchfield
Don Keyes
D. O. Christensen
T. G. Thompson

RECEIVED
COUNTY & CITY SECTION
SEP 20 1972
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RECEIVED
OCT 20 1972
FOR FILING

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

17895

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

October 17, 1972

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MC CULLOCH
FRANK C. MC KINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA N. SORENSEN
ASSISTANT ATTORNEYS GENERAL

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REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Mr. Diarmuid F. O'Scannlain
Public Utility Commissioner
Public Service Building
Salem, Oregon 97310

NOTED
F. B. KALBOE

Re: SXF 582 - PUX 819
Button Bridge Overcrossing,
Hood River County

Dear Sir:

There has been some change in the design of the overcrossing structure which was the subject of Order #72-331. The changes in design involve the widening of the structure and the changes in length of some of the spans but do not involve any changes in the railroad clearances. I therefore have enclosed six copies of the revised plans and assume that this matter can be handled simply by a substitution of the revised plans in your files and service upon the affected parties.

If other action is required by your office please advise.

Sincerely yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS/df

cc C. R. Burghardt - FHWA
F. B. Kalboe
Walter J. Hart
C. T. Keasey
R. N. Bothman
Regional Engineer, J. F. Putnam
T. W. Litchfield
District Engineer, R. S. Hawkins
R. P. Hamilton
H. S. Cox

FAS 349
Hood R Co

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1972

SUBJECT:

To: H. S. Cox
County-city

B U I L D I N G

OPTION
U.P.R.R. O'Xing Hood River
(Button) Bridge Section
Button County Road

This is to confirm that on this date we handed Harold Reynoldson four revised option forms in sextuplet covering right of way to be acquired in connection with the U.P.R.R. O'Xing Hood River (Button) Bridge Section of the Button County Road in Hood River County.

We also handed him copies of two revision requests and four prints of 1R-4-506.

FILE NO.	NAME		AREA	
17040	Harry W. and Alyce English	P1	0.32 acre	
		P2	0.07 acre	T.E.
46963	Y Inn, Inc.		0.05 acre	
46964	Standard Oil Company of California		256 sq. ft.	
46973	O.W.R. and N. Co.		0.24 acre	

There want to Ted Little for OK

Adelle L. Egan
for John R. Oakes
Assistant R/W Engineer

AC:mc
Enc.

cc: J. F. Putnam - 1 print
Armand Riveness - exhibit
H. G. Brainerd - 1 print

RECEIVED
COUNTY & CITY SECTION
OCT 12 1972
ENGR. COOR. CE AE UE
UPE CE RE RPE

RECEIVED

FOR FILING
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7895

RECEIVED
STATE HWY ENGR
OCT 12 '72
REFER TO
FOR
Info | Waves | R/D | D/R | Sign | Act | File

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

October 12, 1972

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. T. F. Rogers

Re: Revised Encroachment Map and
PUC Map
UPRR Overcrossing
Hood River (Button) Bridge Section
FAS 349 Button County Road
Hood River County
PUX 819 SXF 582
R/W File: 46973
Your File: D 9004-32-3

Gentlemen:

Herewith you will find four prints each of the following:

1. Bridge Drawing No. 28538, plan and elevation drawing, dated October 6, 1972.

2. Bridge Drawing No. 27623, vicinity map, revised October 6, 1972.

3. Drawing No. 9B-9-17, encroachment map, revised October, 1972.

4. Description of easement for Right of Way File #46973, dated October 4, 1972.

This material replaces that previously transmitted, since it was necessary to revise the plans because of a conflict with the fuel storage tank and the need to widen the structure to conform with the proposed county road widening.

The revision necessitates a minor grade change to the structure as well as a change in span lengths. The permanent railroad clearance and the construction clearance have not been changed.

A supplemental application to the Public Utility Commissioner is now being prepared, and it will be necessary to make appropriate revisions in the Railroad-State agreement returned to you with my letter dated August 15, 1972.

Bids for this project are now scheduled to be opened January 25, 1973. Revised construction plans will be submitted to you as soon as they become available.

TWL:dl
Enclosures

cc: F. B. Klaboe J. F. Putnam
H. S. Cox R. S. Hawkins
W. J. Hart J. W. Valentine
C. T. Keasey

Very truly yours,
ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

Hood R Co
FAS 349

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 4, 1972

TO Memorandum to the Files

ORIGINAL SIGNED
L. L. WALLACE

FROM L. L. Wallace
Bridge Design Engineer

SUBJECT Button Bridge Section, FAS 349
Hood River County
Button Bridge Oxing of U.P.R.R.
Bridge No. 2471B

Oregon regulations require that storage tanks for flammable liquids of the type that are located on the Standard Oil Company property adjacent to the proposed bridge should be five feet away from any public right-of-way line. See attached copy of a letter from the State Fire Marshal's Office.

In order to satisfy the five-foot clearance requirement and also provide a minimum clearance between the structure and the right-of-way line, it has been decided to locate the bridge sidewalk on the easterly side of the structure. The roadway centerline alignment will not be affected by this revision, and the bridge roadway width will remain forty feet. Minor changes in the span layout and to the grade line will be required. It will also be necessary to construct approximately eighty feet of retaining wall to keep the toe of the slope within the right-of-way at the southeast corner of the structure.

Attached is a copy of a letter dated September 28, 1972, from the Director of Public Works, Hood River County, approving the change in location of the sidewalk.

The PUC drawings are currently being revised for re-submittal and should be available by October 6, 1972. The Bridge Section will make every effort to meet an early re-scheduled letting date.

LLW/ag
Attachs.
cc R. W. Ellison
F. Terpin
H. S. Cox
T. W. Litchfield
Don Keyes
T. G. Thompson

RECEIVED
COUNTY & CITY SECTION
OCT 4 - 1972
ENGR. COOR. UE
UPE CE RE RPE

fus 347
Wood R. Co

DEPARTMENT OF PUBLIC WORKS
CARLOS VAN ELSBERG, DIRECTOR
P. O. BOX 457
HOOD RIVER, OREGON 97031
PHONE 386-2616

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
JAN Y. KURAHARA, VICE CHAIRMAN
JERRY ROUTSON
CLARENCE N. AMOTH
BRUNO HUKARI

HOOD RIVER, OREGON

September 28, 1972

State of Oregon
State Highway Division
County-City Division
Salem, Oregon 97310

Attention: Mr. Si Cox

Dear Si:

This letter is per our conversation and your request concerning relocation of the sidewalk on Button Bridge. As I indicated in our conversation concerning this relocation I do not feel that this change will effect the Board's action concerning the redesign of the structure; therefore since our main concern is the redesign and reconstruction of the structure this letter will give you permission to change the sidewalk from the west side of the structure to the east side. Also since the State Highway Division will be assuming control of this stretch of road upon completion I feel that their desires are paramount in this case.

Please feel free to call on me should I be of further help to you.

Yours truly,

Carlos Van Elsberg

Carlos Van Elsberg,
Director

CVE:mw

RECEIVED
COUNTY & CITY SECTION
OCT 2 - 1972

Copy to:- Bob Ellison
Frank Turpin

Note - County is quite anxious to get the lines so they can get started on the negociations

SEP 25 1972
ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ PE ☑ CE ☑ RE ☑ RPE ☐

MEMO TO FILES

September 25, 1972

RE: Button Bridge
FAS 349, Hood River County

The alignment and criteria that must be met on Button Bridge (FAS 349), Hood River County, still continues to be a problem with the Highway Division.

The main problem is meeting the criteria as set forth in NFPA #30, Flammable and Combustible Liquids Code of 1969. These regulations are enforced by the state fire marshall, and the main point of conflict occurs with the close proximity of the Button Bridge with Standard Oil tanks. The structure must have a minimum clearance of 5' with these tanks and our bridge section will endeavor to maintain a 10' clearance. It would therefore appear that alignment of the bridge must be moved (present clearance is approximately 3'-8").

Hood River County Public Works Director Carlos Van Elsberg has been contacted, and County-City Section should soon receive a letter from Hood River County authorizing the sidewalk to be placed on whichever side of the structure is best suited to the necessary design.

New design for this structure will be 40' travel-way with one 5' sidewalk.

New right-of-way descriptions should be furnished Hood River County as quickly as possible so that right-of-way negotiations may resume. It is expected that a good portion of this right-of-way will have to be condemned.

It will also be necessary to re-negotiate with Union Pacific Railroad Company.

This project will be rescheduled for March, 1973.

NOTED
H. S. COX

H. S. 'Cox
County-City Engineer

HSC:mm

cc: L. L. Wallace
Frank Hall
T. W. Litchfield
D. E. Keyes

RECEIVED
AUG 18 1972
FILE FILING

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7895

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

August 15, 1972

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. R. B. Hardin

Re: Construction Agreement
UPRR O'Xing
Hood River (Button) Bridge Section
FAS 349 - Button County Road
Hood River County
PUX 819 SXF 582
R/W File: 46973
Your File: D 9004-32-3

Gentlemen:

Herewith you will find duplicate counterparts of the construction agreement for the above captioned overcrossing near Hood River, which was submitted to us with your letter dated June 7, 1972.

This document was executed by the County Board of Commissioners on July 5, 1972, by the Highway Commission at their meeting of August 8, 1972, and is now being returned to you for final execution by your principals.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure

cc: G. L. Green - FHWA
Floyd Query
F. B. Klaboe
L. H. Young
W. J. Hart
C. T. Keasey
J. L. Sollis
J. F. Putnam
R. S. Hawkins
J. W. Valentine

NOTE F. B. K...

RECEIVED
AUG 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Fac 349
Hood R. Co

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 31, 1972

TO Oregon State Highway Commission

ORIGINAL SIGNED
TOM EDWARDS

FROM Tom Edwards
State Highway Engineer

SUBJECT **Agreement**
Relocation of Button Bridge
Hood River County

There will be on the agenda for the August 8 meeting an agreement among the Union Pacific Railroad Company, Union Pacific Land Resources Corporation, Hood River County, and the State providing for the relocation of Button Bridge on Button County Road in Hood River County. This agreement grants the State a permanent easement for this overcrossing structure and cancels the existing agreement with the County which was granted in 1938 by the Railroad.

The agreement provides for the State to reimburse the Railroad for the removal and replacement of an industry track, the temporary and permanent relocation of signal and communication lines, and the necessary engineering and inspection charges. These are estimated to cost $28,680.

The agreement also requires the contractor to take the usual safety precautions during construction and provide the usual insurance protection.

The County executed this agreement on July 5, 1972, and your approval is recommended.

TWL:dl ia

bc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
Gary Sund
Gary Ross
H. S. Cox
V. E. Skoog
T. W. Litchfield

RECEIVED
COUNTY & CITY SECTION
JUL 31 1972

fno 379
Hood R Co

July 28, 1972

Mr. Carlos Van Elsberg
Director of Public Works
P.O. Box 457
Hood River, Oregon 97031

Dear Carlos:

In the matter of Button Bridge and the question that has been raised by Standard Oil regarding the Occupational, Safety, and Health Act of 1970:

This matter was turned over to our legal people for research and, to this date, they have determined that they need to know the particular area in which Standard feels that a conflict exists. For instance, our people could not find reference to any <u>specified distance</u> such as 15 feet mentioned in your letter of July 20, 1972.

The O.S.H.A. of 1970 mentions companion State enabling acts and so we are wondering if perhaps the aforementioned specific distances from storage to structure, etc., may not be a State ruling under some agency such as the Fire Marshall.

The act and its attending regulations are extremely voluminous so it becomes imperative that trouble areas be pinpointed so that research time may be saved.

This office has notified the Federal Highway Administration of this problem and they are searching their regulations for areas of possible conflict. We would therefore ask you to contact Standard Oil and if at all possible ascertain exactly where the proposed Button Bridge runs afoul of the O.S.H.A., or any State enabling acts.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. G. Cox
County and City Engineer

SUPV. ☑ COOR. ☑ DE ☐ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☐ PPE ☐

HGC:lat

FAS 349

DEPARTMENT OF PUBLIC WORKS
CARLOS VAN ELSBERG, DIRECTOR
P. O. BOX 457
HOOD RIVER, OREGON 97031
PHONE 386-2616

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. SUCKLIN, CHAIRMAN
JAN Y. KURAHARA, VICE CHAIRMAN
JERRY ROUTSON
CLARENCE N. AMOTH
BRUNO HUKARI

HOOD RIVER, OREGON

July 20, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. H.S. Cox
County and City Division

Dear Sir:

Enclosed is a letter from Standard Oil Company of California in reference to rights of way requested by Hood River County for the reconstruction of Button Bridge. From what representatives of Standard Oil tell me it is their interpretation of the Federal Occupational, Safety and Health Act of 1970 that structures within 15 feet of gasoline storage tanks would necessitate the movement of those tanks or the structures that might be within this 15 foot area. Therefore, in looking at my request for right of way in the area of the storage tanks at the local standard oil depot they indicate that the reconstruction of Button Bridge would put the new structure within this 15 foot limit, thereby posing a problem.

They also would like to have a metes and bounds description of the needed property with a tie to their property corners, possibly your right of way division might be able to do this for them.

In conclusion I leave this problem in your hands hoping that you or your people will be able to unscramble our latest problem with this project.

Please do not hesitate to call me if you feel I might be able to assist you in any way on this matter.

Yours truly,

Carlos

Carlos Van Elsberg
Director

CVE:jab

Enclosure

RECEIVED
COUNTY & CITY SECTION
JUL 21 1972
ENGR. COOR. OE AE UE
UPE CE RE

Standard Oil Company of California,
Western Operations, Inc.
520 S.W. Yamhill Street, Portland, OR 97207 • Phone (503) 223-4161

I. J. Blamire
Operations Manager
Portland Division
Marketing Department

July 6, 1972

Department of Public Works
Carlos Van Elsberg, Director
P. O. Box 457
Hood River, Oregon 97031

Gentlemen:

Per our meeting in your office of June 29, we will need clarification of property to be acquired for construction of Button Bridge. We are enclosing a drawing of our property, and have shown that portion under lease. Please indicate and return one copy showing the property you wish to acquire and that you wish to use for temporary easement during construction. Also, we would appreciate the property description be written with a tie to our property corners.

We are unable at this time to evaluate what affect your request will have for compliance with current laws. The OSHA Act of 1970 which places restrictive requirements on all industry and land areas with relationship to facilities is a consideration.

Upon receipt of the above, we will transmit your request to our Home Office for consideration along with our recommendation.

Very truly yours,

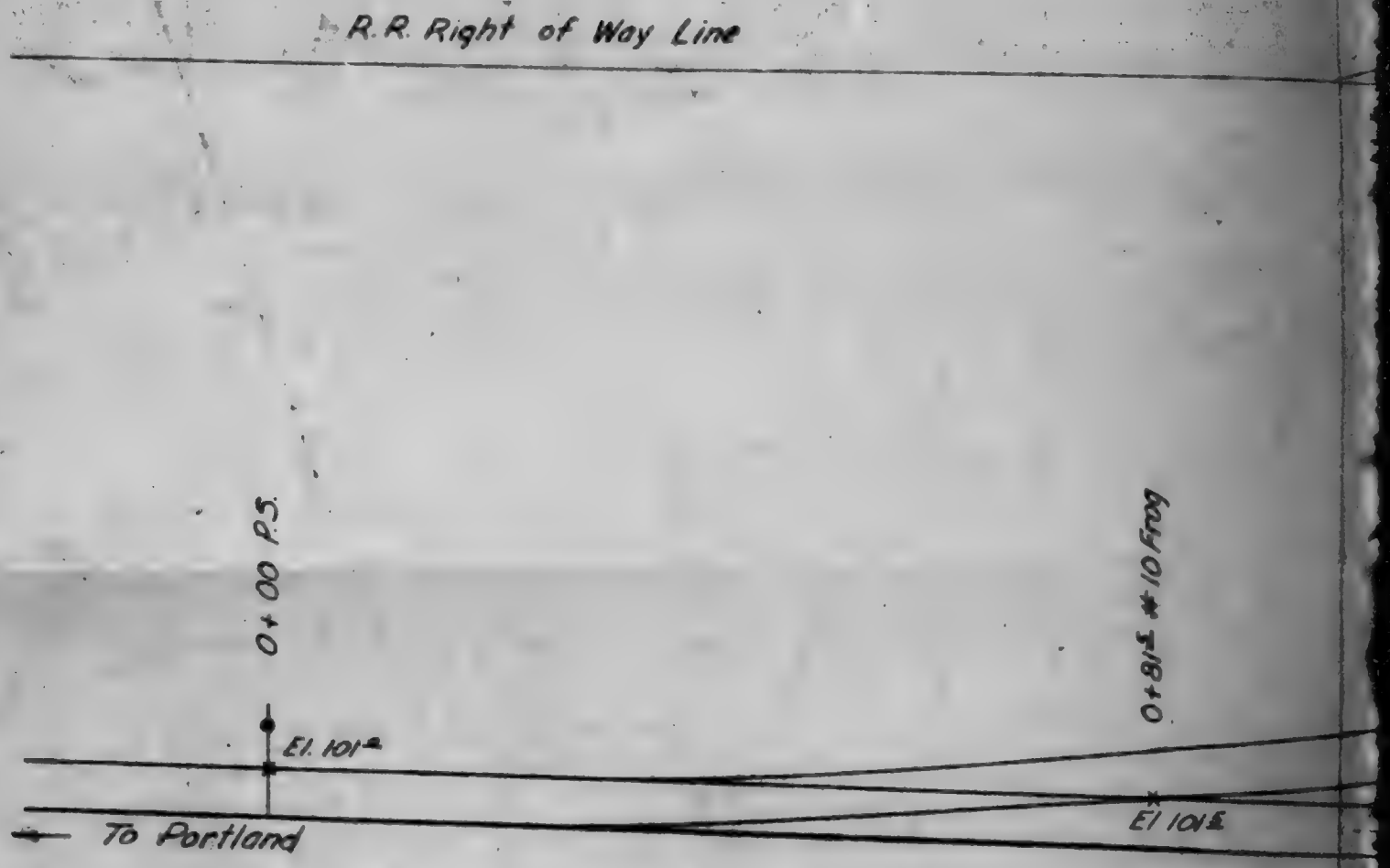
I. J. BLAMIRE

By _____
Lead Engineer

RFM:mcf

Enclosure

RECEIVED
COUNTY & CITY SECTION
JUL 21 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

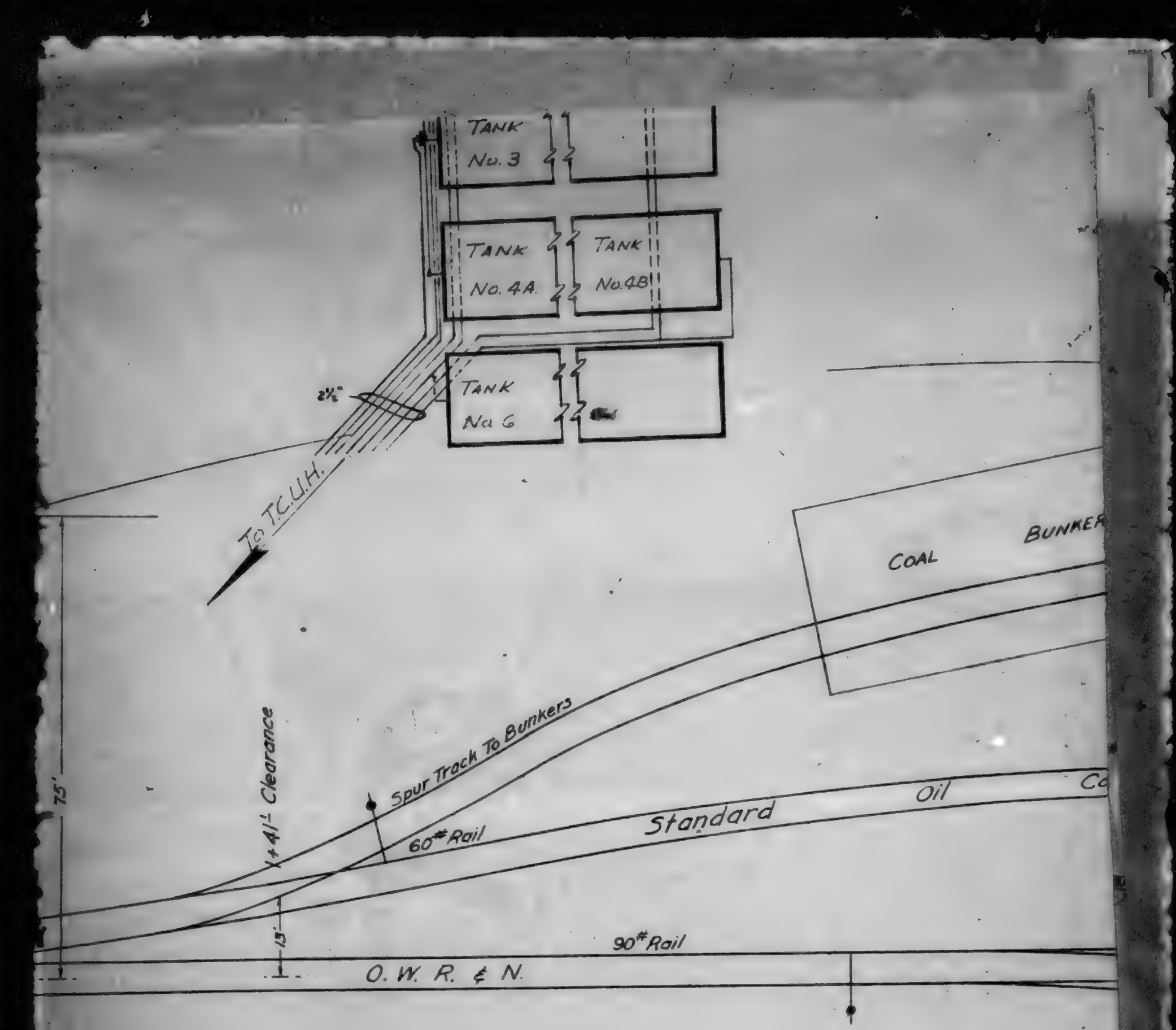


METERS

MAKE	SIZE	SERIAL NO.	PRODUCT
Bradley-10	2"	10630	Furnace D.
Pittsburgh	3"	32459	Chev.
"	"	32461	Store
"	"	32457	Sup.

PUMPING EQUIPMENT

PUMPS					POWE	
TYPE	MAKE	SIZE	SER. NO.	PROD.	MOT.	DRIVE
ROT	None	1"	None	BBL Pit	Leland	Belt
CENT	Marlow	2½"	73057	Chev	U.S.	Direct
CENT	Marlow	3"	80665	Store	U.S.	Direct
CENT	Ing Rand	3"	258-5525	D/F	West	Direct
CENT	Ing Rand	3"	258-5524	F/O	West	Direct
CENT	Ing Rand	2"	0758-5274	[illegible]	West.	Direct



VER		
VE	HP	SER. NO.
lt	⅓	3090963
rect	3	866748
rect	5	3086857
rect	3	1778837
rect	3	1778837
rect	3	3830175W2

PROPERTY SCHEDULE

REF. NO.	FROM	TO	KIND OF DOCUMENT	DATE	RECORD	FILE NO.	ACRES	
1	Ethel P. Button & Husb.	Standard Oil Co.	Warr. Deed	8-12-14	D.B.9, R322, 8-18-14	5194	0483	
2	O.W.R.& N. Co.	" " "	Lease	4-1-20		T.D.207	0127	Unloc
3	" " " " " "	" " "	Trk. Agmt.	7-14-14		" "		No A
4	State of Oregon	" " "	Deed	1-2-52	B-47 pp229" 8/6/63		0.085	Stat
5	Standard Oil Co.	State of Oregon	Deed	1-2-52			0.152	"

HOOD

T.3N. R.10E. W.M.

T.3N. R.11E. W.M.

Gen. Pet. Co.

S.O. Co.

R.R. Right

1280

O.W.R.&

Storage Tro

Original

1260

1270

HOOD RIVER

RIVER

25 30

36 31

To Dee

PIPING

COLUMBIA
RIVER

KEY MAP
SCALE 1" = 400'

R Right of Way
To Umatilla →
80
W. R. & N. Co.
orage Track
iginal E...

Columbia River Highway

T.T.L.R.

CHEV. & SUB.
T.T. U.H.

U.H.

U.H.

U.H.

U.H.

TANK
No. 5

TANK
No. 1A.

TANK
No 1B

TANK
No. 2

Gra

VG PLAN

Plug & S.W. for L.O. Pump

3' Gate

12' Gate

Concrete

Meas. Basin

Phone

40'

6' Slide Door

12'

WAREHOUSE
El. 84±
Concrete Floor

12' Platform Shelf

38±'

T.K. ESS WELL

El. Top of Wall 82±

El. B 89

El. Bot. 89±

1A

1B

2

3

4B

6

30'

10'

10.5'

55°-08'W-164±'

6" Conc. Wall

N 88° 53' W

Iron Hub
El. 82±

56'

O.W.R.&L. Co
LEASE
192.0

El. 97±

1" Water Pipe

35±'

2±"

3+02

T.C.U.H.
El. 98±

115'

El. 98±

Spur Track

Hayes Bumper

El. 98±

Gravity Receiving Line
Elev. Bot. Tank Car 102±
Elev. Top Intake Pipes 99±

30±'

39±'

31±'

224'

39±'

37°30'

103'

35°0'

2" Button Water Line

S 0° 30' E

78'

REMARKS
d Pltfm. & Water R/W
ail Owned
Hwy. Charge
" "

SCALE IN FEET

0 10 20 40 60 80

Elevations refer to B.M. - U.S.G.S. monument west of water tank at station - Elev. 101.68±

SURVEYED BY W.H.W. 6-4-20

Length of Spur ---------- 407'
Spur is not on S.O. Co's Property
Length of 58" Ellwood Fence ---------- 380.2'
Length of Cyclone Fence Incl. 1-3', 1-6' & 1-12' Gate ---------- 52.2'

Elevations refer to Bench Mark - U.S.G.S. Monument west of water tank at Station Elevation 101.685

STRUCTURE	DRWG. NO.	REMARKS
Office		See Survey
Warehouse	44446	" "
Garage	43354	
T.T.L.R.	49048	

RECEIVED
COUNTY & CITY SECTION
JUL 21 1972
☐ ENGR. ☐ CONR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

NO.					
11.	TK. YD. WALL	RWB	9-71		
10.	PIPING CHANGE	RWB	4-70		
9.	STEEL STAIRS & CROSSWALK	RDB	11-66		
8.	PIPING PLAN	F.D.L.	2/21/63		

REVISIONS

NO	NATURE	NAME	DATE	CHKD.	APPR.
1	Redrawn.	D.L.E.	11-7-52	DC	
2	ELEC. LIGHTS.	B.L.C.	2-26-53	RDB.	
3	Electric Htrs. instln Office	F.J.O.	4.23.56	EJC	
4	Meters	HRN	7-24-56	EJC	
5	Warehouse extended	F.J.O.	3.4.57	FJO	
6	TT&R PIPING & PUMPS	JRS	7-22-58	JRS	
7	Conc. Pitting TK. & Pump	AEA	10/27/60	AEA	

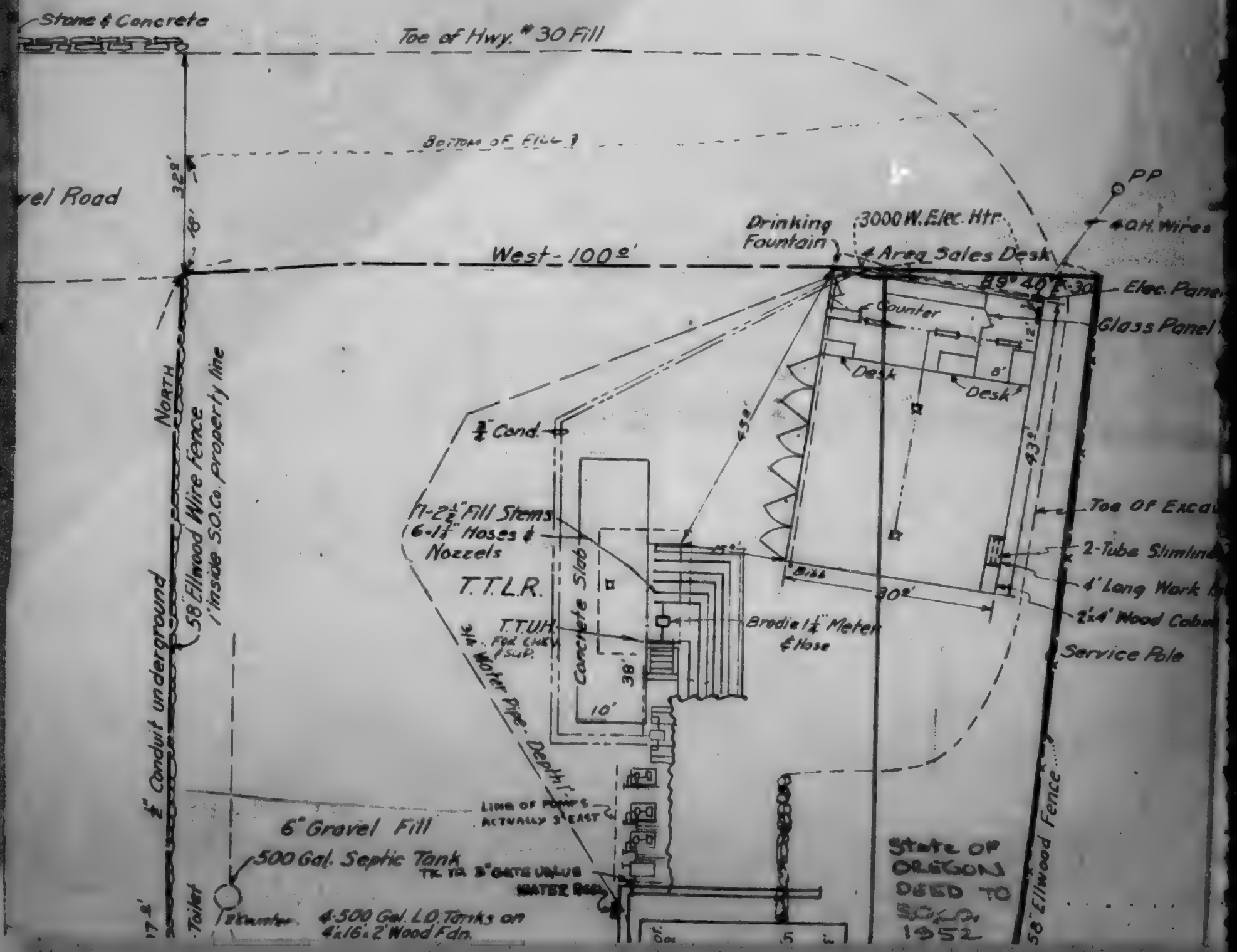
STANDARD OIL COMPANY OF CALIFORNIA
ENGINEERING DEPT.

HOOD RIVER, ORE.

GROUND PLAN

SCALE 1in. = 20ft. DATE 7-22-52
DRAWN D.L.E. TRACED D.L.E.
CHECKED [illegible] APPR. [illegible]

GA 24427


Stone & Concrete
Toe of Hwy. # 30 Fill
Bottom of Fill
vel Road
328'
West - 100'
North
58' Ellwood Wire fence
1' inside S.O.Co. property line
4" Conduit underground
Drinking Fountain
3000 W. Elec. Htr.
4 Area Sales Desk
4 O.H. Wires
Elec. Panel
Glass Panel
Counter
Desk
Desk
8'
43'
53'
30'
Brick
Toe Of Excav
2-Tube Slimline
4' Long Work
2x4' Wood Cabin
Service Pole
3/4" Cond.
11-2 1/2" Fill Stems
6-1" Hoses & Nozzels
T.T.L.R.
T.T.U.H.
For C.H.W. & S.U.P.
Brodie 1 1/2" Meter & Hose
Concrete Slab
38'
10'
3/4" Water Pipe - Depth 1'
Line of Pumps Actually 3' East
6" Gravel Fill
500 Gal. Septic Tank
Tk. to 3" Gate Valve Water Box
Toilet
17-2"
4-500 Gal. L.O. Tanks on 4x16x2' Wood Fdn.
50' Ellwood Fence
State of Oregon Deed to S.O.Co. 1952

SKAMANIA
YAKIMA
WASHINGTON
KLICKITAT
COLUMBIA
RIVER
S.P.& S.
O.W.R.&N.
Hood River
Dee
The Dalles
Friend
WASCO
SHERMAN
CLACKAMAS
OREGON
REGIONAL MAP
SCALE 1 IN. 20 MI.

4" Conduit underground

Top Of Excavation

Service Pole

TEMPORARY EASEMENT

6" Gravel Fill

500 Gal. Septic Tank

Toilet

2' Counter

4-500 Gal LO Tanks on 6x16x2' Wood Fdn.

Plug & S.W. for L.O. Pump

Mail Box

Phone

3' Gate

12' Gate

Concrete

40'

6' Slide Door

12'

WAREHOUSE
El. 84.2
Concrete Floor

2' Package Shelf

38'

El. Top of Wall 82.2

6" Conc. Wall

Iron Hub
El 82.2

N 88° 53' W

56'

El. 97.1

3+00

21'

El. 98.2

TC & H
El 98.2

Spur Track

Gravity Receiving Line
Elev Bot Tank Car 102.3
Elev Top Intake Pipes 99.2

12'

6' Slide Door

WAREHOUSE
El. 84.2
Concrete Floor

El Top of Wall

2' Package Shelf

38±'

6" Conc. Wall

Iron Hub
El 82.5

N 88° 53' W

56'

El. 97.4

3+02

21"

TCUH
El 98.2

El 98.2

Spur Track

Gravity Receiving Line
Elev Bot Tank Cor 102.3
Elev Top Intake Pipes 99.2

35'

33.5'

30.5'

39.4'

35'0

RKS

SCALE IN FEET

0 10 20 40 60 80

Hood R

CITY OF HOOD RIVER

P. O. BOX 27

HOOD RIVER, OREGON

July 11, 1974

Mr. Harry Woodward, District Engineer
Oregon State Highway Department
5812 N. E. Glison
Portland, OR 97213

Dear Mr. Woodward:

As the time draws near for the completion of the new Button Bridge connecting Highway 35 and Interstate I-80N, the County and City of Hood River has considered the changing of traffic patterns that will result when the detour across the old highway bridge and through the City of Hood River is eliminated. One of the considerations was the possibility of retaining the one-way traffic lights on the bridge crossing the Hood River that were installed as a part of the construction contract for the detour during the closure of the Button Bridge project. After consideration, the Hood River County Commission and the City Council of the City of Hood River are requesting that the one-way traffic signals be retained for a trial period of 30 to 45 days after the opening of Button Bridge. This action was taken for several reasons.

1. It was felt that the traffic pattern established over the last year by these lights should be assessed as to what would be the traffic in the area when the new bridge is open and with the lights as they now exist.
2. If the truck traffic continues to be heavy on the old bridge, it appears that these lights may be necessary for the safety of the driving public. It is our desire to ascertain what the truck traffic pattern is after the bridge construction is completed.

Both the County Commissioners and the City Council feel that after a 30 to 45 day trial period, a public hearing should be held by the two bodies to determine if there is a desire to keep these lights on a permanent basis. We feel that in the interest of saving costs, that it would be much more advantageous to leave the lights as they now exist, and, if they are felt to be necessary after the hearing, then there would be no cost to the state for the removal of the lights.

RECEIVED
COUNTY & CITY SECTION
JUL 15 1974
ENGR. COOR. OE RE UPE
UPE CE RE UPE

See 6/13/72 letter to Hwy Comm, w/attachments, in this file

We realize the time is short before the bridge is to open but we hope that your department will give every consideration to this request.

Very Truly yours

Glen E. McPherren

Glen E. McPherren, Chairman
Hood River Board of Commissioners

William D. Pattison

William D. Pattison, Mayor
City of Hood River

WDP/wm
cc: Mr. Norman Oliva, Resident Engineer
cc: Mr. S. Cox, City - County Engineer

TRANSACTION NUMBER 7-5

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 7-5-72

BY (Signature): MR. YOUNG'S MAY 19, 1972 LETTER

TITLE:

CLASS OF FEDERAL FUNDS: ☐ PAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS RURAL SECONDARY

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 6 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (Stcte) LOCATION	WORK
6	EHS-RS-594(1)	0.28	800,000	508,400	UPRR OVERCROSSING HOOD RIVER (BUTTON) BRIDGE SECTION. HOOD RIVER COUNTY	GRADE, DRAIN, HIGH TYPE PAVEMENT AND ONE BRIDGE.

7-5-72

7-7-72

RECEIVED
JUL 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS (Division)

THIS PROGRAM IS APPROVED ON THE CONDITION THAT THE HORIZONTAL CLEARANCE OF THE BRIDGE WILL BE EQUAL TO THE WIDTH OF THE APPROACH ROADWAY AT 40 FEET.

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

DEPARTMENT OF TRANSPORTATION
FEB 15 1973
SALEM, OREGON

RECOMMENDED* DATE	RECOMMENDED* SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
7-18-72		7-5-72	G.L.GREEN, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

7895 U.P.R.R. O'Xing-Hood R. (Button Br.) 1973
Sec. of FAS 349 at Hood River
(Grading, paving, & structure) #1

7895-5

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

June 30, 1972

Hood River County Commissioners
County Court House
Hood River, Oregon 97031

ATTENTION: Mr. P. F. Bucklin
Chairman

Re: Construction Agreement
UPRR Overcrossing
Hood River (Button) Bridge Section
FAS 349 - Button County Road
Hood River County
PUX 819 SXF 582
R/W File: 46973

NOTED F. B. KLABOE

Gentlemen:

Herewith for your review and approval you will find the quadruplicate counterparts and one extra copy of the proposed agreement with the Union Pacific Railroad Company providing for the construction of the above captioned bridge.

This document has been reviewed by the Federal Highway Administration, the Department of Justice and the State Highway Division and found to be satisfactory.

If you find this document agreeable to the County, please execute the four counterparts on page 16, the page marked with a paper clip. Please note that the signatures of the County Judge and County Commissioners must be attested by the County Clerk. Upon receipt of this document, properly executed, I will present it to the Highway Commission for their approval.

Please send the signed counterparts to the undersigned, Room 314, State Highway Building, Salem, Oregon 97310.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure

cc: F. B. Klaboe
A. E. Johnson
L. H. Young
H. S. Cox
D. H. Moehring
J. L. Sollis
J. F. Putnam
J. W. Valentine

JUL 3 1972

P 5

JUN 21 1972

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7895

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 16, 1972

In reply refer to: 10-35--FA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project RS-594(1)
Hood River (Button) Bridge Section
Construction Agreement - UPRR Overcrossing

The proposed agreement with the Union Pacific Railroad submitted with Mr. Litchfield's June 12 letter has been reviewed and is acceptable for the construction of the subject project.

6-21-72
Litchfield

NOTED
F. B. KLABOE

FBK

RECEIVED
JUN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-944

FAS 349
Hood R.Co

Detour/Temp Signing
on Hwy 26
during const
of Button Br

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 13, 1972

TO Oregon State Highway Commission

FROM F. B. Klaboe
Acting State Highway Engineer

SUBJECT Stop sign indications
Mt. Hood Highway

A Through Stop Highway Resolution was enacted on April 27, 1943, establishing certain state highways as through stop highways which included the Mt. Hood Highway No. 26.

Construction of the Button Bridge easterly of Hood River on the connection between the Mt. Hood Highway and the Columbia River Highway will increase traffic with a resultant change in traffic patterns at certain intersections of the Mt. Hood Highway within the city of Hood River. The anticipated change at the intersection of Oak Street (Mt. Hood Highway) and Second Street will be such that modification of the existing stop requirements is advisable.

It is recommended that the action of April 27, 1943, as it pertains to the Mt. Hood Highway No. 26, be temporarily amended to provide the following exception:

> Except at the intersection of Oak and Second Streets in Hood River all traffic will be stopped with the exception of that entering from the north and that making the right-turn movement from east to north.
>
> This exception is to be in effect only during the construction of Button Bridge.

This matter will be on the agenda for your consideration at the June 27 meeting.

RECEIVED
COUNTY & CITY SECTION
JUN 14 1972
☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

VPJ:sv ia
bc Floyd Query
George M. Baldwin
Tom Edwards
R. L. Schroeder
J. F. Putnam
Gary Sund
Gary Ross
H. S. Cox
L. E. George--If approved, be certain that there is a 4-way stop condition before implementing the complete changeover.

RECEIVED
JUN 13 1972

FOR FILING
7895

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

.....Salem, Oregon.....

DATE June 8, 1972

TO Memorandum to the Files

FROM ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

SUBJECT Button Bridge Section
FAS 349
Hood River County
Button Br. Oxing of U.P.R.R.
Bridge No. 2471B

NOTED
A. E. JOHNSON

As per the attached June 5, 1972 memo written by Mr. H. S. Cox, County-City Engineer, the proposed Button Bridge shall be re-designed to provide a 40 foot wide roadway. The five foot wide sidewalk will also be shown on the revised plans.

The above information was also received on June 7, 1972 as a verbal instruction from Mr. F. B. Klaboe to Mr. F. Hall and the writer to proceed with the revisions.

It is estimated that this revision will cause the project to be delayed until the September, 1972 letting date.

LLW/ag

cc F. Hall w/attach.
R. W. Ellison w/attach.
T. G. Thompson w/attach.

RECEIVED
JUN 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. W. ELLISON

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

Date: June 7, 1972

SUBJECT:

To: R. L. Schroeder
Assistant Highway Engineer

From: L. E. George
Traffic Engineer

Subject: Traffic Matters
City of Hood River

RECEIVED
COUNTY & CITY SECTION
JUN 8 - 1972
ENGR. COOR. OE AE UE
RPE CE RE RPE

On Thursday, June 1, Jim Putnam, Sy Cox, Josh Sawyer and Val Johnson, met with Bruce Erickson, and Jerry Branton of the City of Hood River to discuss certain traffic matters in the City.

Of primary interest to the City officials was the matter of traffic control on the Mt. Hood Highway during the period that the Button Bridge Road would be detoured through the City. As a result of this discussion, it is recommended that certain signing changes in regard to stop indications be made at the intersection of Second and Oak Streets. Attached is a draft to the Commission establishing these changes.

The second matter discussed was the 12th-13th Street couplet on the Hood River Highway in the southerly part of Hood River. This was primarily a discussion with no concrete action taken. The northerly portion of the 13th Street leg of the couplet will be through the edge of a City Park. Mr. Cox told Mr. Erickson that because of federal requirements, it would be best if the City would dedicate a street through this section prior to any concrete action being taken on the project. It would appear that any construction on this project is some distance in the future; although, City officials did indicate that they had approached the County and that the County might offer some financial participation.

The third item discussed was the installation of traffic signals at the intersection of 12th and May Streets. Mr. Erickson indicated that there was some pressure for signalization because of the hazards to school children. He will write to you on this matter.

Attachments
LEG:vc
cc: H. S. Cox

RECEIVED
JUN 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, at the request of the Hood River County Board of Commissioners, has approved the location and design of the UPRR O'xing (Button) Bridge Section on Button Road in Hood River County, Oregon, effective May 18, 1972.

The proposal consists of constructing a reinforced concrete structure over the Union Pacific Railroad 530 feet long and having a clear roadway width of 36 feet and 5-foot sidewalk on the westerly side. Approximately 950 feet of roadway will be constructed consisting of two 12-foot travel lanes and 8-foot paved shoulders. Guardrail will be installed as required and the existing structure will be removed.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

MHP:ljt
5/19/72

NEWS, Hood River

RECEIVED
MAY 23 1972
FOR FILING

7895

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 19, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Program Data Submission**
Project EHS-RS-594(1)

We are submitting program data for one Rural Secondary Project, Item No. 6, Project No. EHS-RS-594(1), "UPRR O'xing-Hood River (Button) Bridge Section", which we desire to have included in the Federal-aid Rural Secondary Highway Program.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on June 29, 1972.

Enclosed is one copy each of State and District 9 Clearinghouse letters of approval dated June 14, 1971 and June 3, 1971, respectively.

This project qualifies as an "EHS" project under paragraph (e) of "Emergency Highway Safety Programs" of IM 30-5-71. The existing narrow (23-foot horizontal clearance) bridge on a broken back curve presents a potential traffic hazard to the traveling public of such a magnitude that the Highway Division and the County have concluded that the replacement of the bridge to current standards ranks among the top priorities of bridges within the county's FAS system needing replacement.

Enc.

JG:dg

Budget Bureau No. 41-R2067; Approv

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM FR-1 (REV. 4-61)

5-19-72

U.S. DEPA BUR

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	ST CO
2	1 (19)(20)	Co. Rd. Jct. Mt. Hood Hwy. to E. Hood Riv. Int. 21 65	ADT	1,500	2,700 (66)	92 (70)(71)(72)	10	Oregon (2)	

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV. AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ.
3	Gr., Dr., H.T. Pave. & 1 Br. 26 62	(63)(65)	(66)(68)	(69)(70)	(71)	(73)	EHS (72)(73)	(74)(75)	EHS-RS- 14 28 7	594	(1)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
	Rural Secondary	Hood River	027 (14)(16)
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 349 (32)
		STATE Co. Rd. (36)(37)	U.S. 30 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1415)	(16	41	42	43 46	53		(54)(59)	(59) (66)	(67) (76)		
5					PE		Co. Rd. Jct. Mt. Hood Hwy. to E. Hood River Intchge.					
5					ROW							
5					CONST (CODE) X521 6201		"UPRR O'xing-Hood River (Button) Bridge Section"	0.28	800,000	508,400	291,600	
							PROJECT TOTALS	0.28	800,000	508,400	291,600	

(16) (23)(24) (33)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

Gr. lan wit bri len ten sig

ROW acc pa res ra rec wo

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

T	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
500	2,700 (66)	92 (70)(71)(72)	10	Oregon	35 (2)(3)	075 (4)(5)(6)	6 (14)(15)

AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
(73)	EHS (72)(73)	(74)(75)	EHS-RS- 14	594 7	(1) 13	(24)(26)	27

COUNTY NAME: Hood River — CODE: 027 (14)(15)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.: S — FEDERAL-AID: 349 (32) — STATE: Co. Rd. (36)(37) — U.S.: 30 (41)

ESTIMATED PROJECT COST BY PHASES	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(66)(67) (76)				Gr., Dr., 2 - 12' lanes H.T. pave., with 8' shldrs., 1 bridge (H.C. 36', length 530') & temp. traffic signals.
				ROW - 70' min.; access control - partial; parking restrictions-none; railroad adjustment req. incl. prep. work.
0	508,400	291,600		
0	508,400	291,600		

(23)(24) (33) REMARKS

-OVER-

USCOMM DUSCOMM-DC 48605-P61

UPRR O'XING-HOOD RIVER (BUTTON) BRIDGE SECTION
PROJECT NO. EHS-RS-594(1)

Existing Facility:
Roadway - - - - - Two 10' travel lanes with 2' gravel shoulders.
Structure - - - - Two steel beam spans with 18 timber spans having a total length of 490'; H.C. 23'.

Adjacent Sections:
Northerly End - - Frontage road at E. Hood River Interchange of I-80N consisting of 2 - 12' AC travel lanes with 6' gravel shoulders.
Southerly End - - Mt. Hood Highway (FAS 115)

Project Data: Construct on improved alignment one reinforced concrete box girder bridge 530' in length having a roadway horizontal clearance of 36-foot and with a 5' walk on the westerly side. Also construct on improved alignment approximately 950' of roadway approach to the structure to provide two 12' lanes of high-type pavement with 8-foot paved shoulders (shoulders may be used for pedestrian/bicycle traffic). Install temporary traffic control signals, at each end of a narrow bridge over Hood River, to restrict traffic detoured via the Mt. Hood Hwy. during construction to one-way movements across said Hood River Bridge.

Railroad Crossing Data:
Name of Railroad - - - - - - - O.W.R.&N. Co. (Lessee-Union Pacific Co.)
No. of Tracks - - - - - - - - 1 mainline; 2 spurs
No. of Trains - - - - - - - - 14 freights per day
No. of High -speed Trains - - none
Existing X'ing Protection - - Grade separation structure
Proposed Protection - - - - - Grade separation structure
Railroad Benefits - - - - - - None

Exceptions to Minimum Standards: None

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved.

Negative Environmental Declaration: Submitted April 3, 1972 and concurred in by FHWA April 24, 1972.

State and District 9 Clearinghouse: Approvals dated June 14, 1971 and June 3, 1971, respectively.

Public Hearing:
128 "Public He
"Secondary Road

Location/Design
Plan".

Relocation Asss

Route Data: Bu
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Data for PR-37

NOTE: This pr
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RIVER (BUTTON) BRIDGE SECTION
NO. EHS-RS-594(1)

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, 1972 and concurred

June 14, 1971 and

Public Hearing: Held January 19, 1972. Certification required by Section 128 "Public Hearings" of Title 23, U.S.C., made under the provisions of the "Secondary Road Plan" on February 25, 1972.

Location/Design Approval: Granted May 16, 1972 under the Secondary Road Plan".

Relocation Asssistance Payments: Made by County where necessary.

Route Data: Button Road is a highly traveled industrial, commercial, tourist and general usage route. It is an easterly bypass of the city of Hood River and is a direct connection between the Mt. Hood Hwy. and I-80N.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: Structure Type Code X521; Est. Cost $500,000
RR Protective Service; Est. Cost 21,000

NOTE: This project qualifies as "EHS" under the provisions of paragraph (e) of Section "Emergency Highway Safety Programs" of IM 30-5-71 as a "Safety Related Type" which is replacing a substandard narrow 23' H.C. bridge on a broken back curve alignment. This narrow bridge presents a potential traffic hazard of such a magnitude that it was selected by the Highway Division and the County for replacement and agreed that it would warrant a top priority among the hazardous locations in the County needing improvements.

On-the-job trainees, as set forth in FHWA Order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

LOCATION - DESIGN APPROVAL

COUNTY: Hood River

SECTION: UPRR O'xing (Button) Bridge

FAS NO.: 349

ROAD NAME: Button Road

PROJECT DESCRIPTION: Construct a reinforced concrete bridge 530 feet long with a roadway width of 36 feet and a 5-foot sidewalk on the westerly side; plus approximately 950 feet of roadway with two 12-foot travel lanes and 8-foot paved shoulders.

ESTIMATED COST: $700,000

HIGHWAY COMMISSION APPROVAL: June 22, 1971

HEARING: January 19, 1972 by Hood River County

STATE CLEARINGHOUSE REVIEW: June 14, 1971

SECTION 204 REVIEW: Not required

HEARING CERTIFICATION: February 25, 1972 by F. B. Klaboe

ENVIRONMENTAL STATEMENT: Concurred by FHWA April 24, 1972

REMARKS:

APPROVED: May 16 19 72

A. J. Schneider
Assistant State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
MAY 18 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

ADT 1972-1500
1992-2700

DHV 1972-180
1992-320

SAFETY: YES

MEMO TO R. N. CHASE Date: May 11, 1972

FAS 349, Hood River COUNTY, UPRR O'xing Hood River (Button) Br. SECTION

TERMINI: Easterly city limits of the City of Hood River adjacent to the southerly side of I-80N.

PROPOSED WORK: Structure, grade, drain, base and pave.

PROJECT LENGTH: 0.28 mile

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	710,000	213,000 (St) 213,000 (Co)	284,000		

EXISTING FACILITIES: Existing structure has 23' roadway, 18 timber spans, & 2 steel beam spans. Total length is 490'. Existing approaches have 2 10' travel lanes and 2' gravel shoulders.

ADJACENT SECTIONS:

NORTH/~~EAST~~ END: Frontage road, E. Hood River Intchge. of I-80N. 2-12' travel lanes and 6' gravel shoulders.

SOUTH/~~WEST~~/END: FAS 115 (Mt. Hood Hwy.)

PROJECT DATA: Construct a reinforced concrete bridge 530' long with a 36' roadway and having 5' sidewalk on the westerly side. Also construct the approaches and connections to the bridge along with a short piece of roadway to the junction with FAS 115 (Mt. Hood Hwy.). Roadway is to have 2-12' travel lanes with 8' shoulders. To be paved full width with AC. Shoulders may be used for pedestrians and bicycles.

RIGHT-OF-WAY: 40' minimum

ACCESS CONTROL: Limited to location
RAILROAD CROSSING: Separation structure

MINIMUM DESIGN STANDARDS: No deviations from standards

SYSTEM ACTION: Completed
PUBLIC HEARING: January 19, 1972
UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA: Button Road is a highly traveled industrial, commercial, tourist and general useage route. It is an easterly bypass of the town of Hood River and is a direct connection between the Mt. Hood Hwy. and I-80N.

Certification of location and design hearing: 2/25/72
Park and recreation area affected: No
Relocation assistance: See reverse side

Social, economic & environmental effects considered: Yes
Location and design approved: 5/15/72 16
Clearinghouse approved: 6/14/71
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
Negative Declaration: 4/24/72
District Clearinghouse: 6/3/71

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1972

SUBJECT:

To:

H. S. Cox
County-City Engineer

B U I L D I N G

Attention: Harold Reynoldson

Traffic Data
Button Bridge
Hood River County

In accordance with your request, we are tabulating below the Average Daily Traffic (ADT) and Design Hour Volumes (DHV) for Button Bridge in Hood River County.

Location	1972		1992	
	ADT	DHV	ADT	DHV
Button Bridge	1,500	180	2,700	320

Robert E. Royer
Planning Engineer

TS:ap

RECEIVED
COUNTY & CITY SECTION
MAY 12 1972
ENGR. COOR. LE AE UE
UPE CE RE UPE

Order No. 72-331

Crossing No. 2A-63.4-A

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-582

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct an Overcrossing over the tracks and right-of-way of the Oregon, Washington Railroad & Navigation Co., Union Pacific Railroad Company, lessee, known as the Button Bridge Overcrossing Project in the SE 1/4 of the SE 1/4 of Section 25, T. 3N., R. 10E W.M., in Hood River County, Oregon.

ORDER

On February 16, 1972, the State of Oregon, by and through its State Highway Commission, duly filed an application with the Commissioner seeking authority to construct a new overcrossing structure over the tracks and right-of-way of the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, lessee, in Hood River County, Oregon. This is known as the Button Bridge Overcrossing Project. The new structure will replace an existing overcrossing structure.

Copies of the application were duly served upon the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, lessee, and the Board of Commissioners of Hood River County, Oregon.

By letter dated March 8, 1972, respondents, Oregon-Washington Railroad and Navigation Company and its lessee, Union Pacific Railroad Company, offered no objection to the application, provided certain items in the application were clarified as specified by respondent.

By letter dated March 15, 1972, applicant agreed to the conditions set forth in respondent's letter of March 8, 1972.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the application, the responses thereto, and the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that

(1) The authority to construct the overcrossing structure as requested herein is hereby granted.

(2) Applicant shall:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed overcrossing structure, including approaches thereto, and supervise the construction thereof.

(b) Bear all the costs of constructing the proposed overcrossing structure.

(c) Upon completion of the project, maintain the structure and all highway appurtenances thereto.

(3) Railroad shall:

(a) Subject to reimbursement by applicant, furnish such preliminary engineering, engineering inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of this project.

(b) Subject to reimbursement by applicant, remove and protect the signal and communication lines during this same period and replace them in final location under the structure upon completion of construction.

(c) Maintain the railroad tracks, their appurtenances and facilities, and bear all the costs thereof.

After completion, the new structure will have horizontal and verticle clearances equal to, or in excess of, those required by the Public Utility Commissioner. During construction of the new overcrossing structure, however, it will be necessary to require an impaired verticle clearance of 21 feet, 6 inches over the tracks of the railroad as detailed in the application and in drawing 27707 attached thereto. Authority to maintain the impaired clearance as detailed herein is hereby granted.

Order No. 72-331

Made, entered and effective APRIL 24 1972.

Diarmuid F. O'Scannlain
Public Utility Commissioner

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Hood River County Board of Commissioners, after study of the engineering, environmental and socio-economic aspects has requested the Oregon State Highway Division's location and design approval of the UPRR O'xing (Button) Bridge Section on Button Road in Hood River County, Oregon.

The proposal consists of constructing a reinforced concrete structure over the Union Pacific Railroad 530 feet long and having a clear roadway width of 36 feet and a 5-foot sidewalk on the westerly side. Approximately 950 feet of roadway will be constructed consisting of two 12-foot travel lanes and 8-foot paved shoulders. Guardrail will be installed as required and the existing structure will be removed.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

RHP:ljt
4/10/72

NEWS, Hood River

4-24-72

RECEIVED
APR 24 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

7895

HIGHWAY BUILDING • SALEM, OREGON • 97310

Keep
Noted
GEORGE M. BALDWIN

April 3, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Negative Declaration
U.P.R.R. O'xing (Button) Br. Section
Button Road, FAS 349
Hood River County

This negative declaration is preceding our location and design approval for the subject FAS-C project.

LOCATION AND DESCRIPTION OF PROJECT — The proposed project is located on Button Road near the East Hood River Interchange and lies partially within the northeasterly city limits of Hood River.

The proposal consists of constructing a reinforced concrete structure 530 feet long and having a clear roadway width of 36 feet and a 5-foot sidewalk on the westerly side. Approximately 950 feet of roadway will also be constructed consisting of two 12-foot travel lanes, and 8-foot paved shoulders. Guardrail will be installed as required and the existing structure will be removed.

The south end of the project begins at the junction of the Mt. Hood Highway and Panorama Point Road and then extends northerly with minor deviations from the existing grade and alignment 1,480 feet to a point near the East Hood River Interchange.

PURPOSE OF PROJECT

The purpose of project is to remove an obsolete structure presently spanning the Union Pacific Railroad and replace it with a modern, safe, concrete structure. The existing overcrossing structure, built in 1938, has a 23-foot roadway, and consists of 18 treated timber spans and two steel beam spans for a total length of 490 feet.

It is also intended to replace 950 feet of inadequate roadway by grading, draining, basing, and paving a new and more durable facility.

DISCUSSION OF ENVIRONMENTAL IMPACTS

Button Road is a highly traveled industrial, commercial, tourist, and general usage route. It serves as an easterly bypass of Hood River and acts as a direct connection from the Mt. Hood Highway to I-80N and the interstate bridge spanning the Columbia River.

The proposed project, when completed will significantly change the local transportation system by providing a safe, convenient, aesthetically pleasing facility for the surrounding community. There will also be an economic benefit in the reduction of maintenance costs.

Additional right-of-way is required for the project and will be acquired by Hood River County in conformance with State and Federal procedures governing acquisitions and relocations. Six parcels of property amounting to a total of 0.72 acre of land will be involved in right-of-way negotiations. Three parcels amounting to 0.38 acre will be acquired by purchase; two parcels amounting to 0.09 acre will be required for temporary construction easements, and one parcel of railroad property amounting to 0.25 acre is required for permanent structure easement. It will be necessary to acquire and remove one building which will require the relocation of a business rental. All other adjacent properties and developments will not be permanently impaired by the proposed project and existing approaches will be restored.

There are no public recreational facilities, wildlife or game management areas, registered historical sites, or aquatic resources which will be adversely affected by the proposal.

An inconvenience to the road user will occur during the approximate ten-month construction period that Button Road is closed to through traffic; however, an alternate route is available and all necessary protection for the traveling public will be provided.

A public hearing was held in the Hood River County Courthouse on January 19, 1972. The 8:00 p.m. formal hearing was preceded by an informal informational hearing. Unanimous endorsement was given to the proposal, particularly with regards to safety, need, and benefit to the community.

BASIS FOR NEGATIVE DECLARATION The proposed project is an important and necessary element in the development of the transportation system of Hood River County. The benefits of the finished facility will outweigh the temporary inconvenience to the road user, and any detrimental effects to the local environment will be negligible; therefore, concurrence of this negative declaration is justified.

Very truly yours,

George M. Baldwin
Administrator of Highways

By A. J. Schroeder

R. L. Schroeder
Assistant State Highway Engineer

Endorsement to Oregon State Highway Division

Concur: _____
Division Engineer

Date APR 24 1972

GAP:bb

cc: George Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
F. L. Hall
W. J. Hart
R. E. Royer
V. D. Wolfe
L. H. Young
R. N. Chase

RECEIVED
APR 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

3-22-72

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon 97310

RE: Encumbrances of Future Anticipated
Federal Allocations of FAS Funds

Dear Sir:

Hood River County hereby requests an advance on its anticipated future Federal allocation of FAS funds in the amount of $ 138,000. This is the estimated additional fund needed by Hood River County for the Button Bridge Section on Button County Road, FAS 349. Since Hood River County's annual Federal allocation is approximately $ 46,000, this represents all or a portion of its funds for the fiscal years 1974, 1975, and 1976, and these funds will be replaced by the allocations to the County for these same fiscal years.

This request is in accordance with the agreement which was approved by the Association of Oregon Counties' Board of Directors at their meeting of August 15, 1969, and approved by the Highway Commission at their November 18, 1969, meeting. By this agreement, county Federal allocations became a revolving fund and permits any county to encumber its future anticipated Federal allocations for three years or less. It is also understood that each county must clear up all encumbrances of its FAS allocations before additional allocations can be advanced. Be it further remembered that no advancement on future anticipated Federal allocations can be honored until all present available allocations have been expended.

This request was signed at a duly authorized session of the Hood River County ~~Court~~/Board of Commissioners at Hood River, Oregon, on March 22, 19 72.

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COUNTY & CITY SECTION
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☐ UPE ☑ CE ☐ RE ☐ PPE ☐

Hood River County, by and through its County Court/Board of Commissioners

By _____
~~Judge~~/Chairman

By _____
Commissioner

By _____
Commissioner

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March 16, 1972

321
323

Mr. H. D. Barnard
Manager of Traffic
Diamond Fruit Growers, Inc.
Hood River, Oregon 97031

Also
Letter Mooney
to Stronger
Hwy Land Dept
Ore by Trustees

Dear Mr. Barnard:

The delay in replying to your correspondence requesting a review of the decision to install signalization on the Hood River Bridge was due to a study by the Highway Division of alternate possibilities to signalization.

The original determination to utilize a signal was based upon the opinion that the additional traffic created by the closure of the Button Bridge would create a safety problem on the Hood River Bridge. This bridge has a horizontal clearance of 19 feet and vertical parapet walls.

The possibility of improving the approaches indicates a costly operation, either by attempting to realign the highway or by attempting to widen the structure. This correction would not resolve the problem due to the fact that the bridge is narrow in width over its entire length.

There will be some minor delay to vehicular traffic due to the signalization. However, with a 60 second cycle signalization, the bridge will handle 300 vehicles per hour in each direction. The traffic now peaks at about 200 vehicles each way and is projected to be a maximum of 250 each direction while the Button Bridge is closed which is within the signalized capacity.

Reconsidering the safety of both the truckers and the traveling public, together with the cost of revising the old structure, signalization appears to be the best method of handling traffic during the time that the Button Bridge is being reconstructed.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

RNB:mp jf

bc: George Baldwin
Tom Edwards
F. B. Klaboe
R. N. Bothman

March 16, 1972

Mr. Archie Lester
Lester-Mayflower
2640 Cascade Street
Hood River, Oregon 97031

Dear Mr. Lester:

The delay in replying to your correspondence requesting a review of the decision to install signalization on the Hood River Bridge was due to a study by the Highway Division of alternate possibilities to signalization.

The original determination to utilize a signal was based upon the opinion that the additional traffic created by the closure of the Button Bridge would create a safety problem on the Hood River Bridge. This bridge has a horizontal clearance of 19 feet and vertical parapet walls.

The possibility of improving the approaches indicates a costly operation, either by attempting to realign the highway or by attempting to widen the structure. This correction would not resolve the problem due to the fact that the bridge is narrow in width over its entire length.

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Reconsidering the safety of both the truckers and the traveling public, together with the cost of revising the old structure, signalization appears to be the best method of handling traffic during the time that the Button Bridge is being reconstructed.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

bc: George Baldwin
Tom Edwards
F. B. Klaboe
R. N. Bothman

RNB:mp jf

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1972

SUBJECT: Hood River Bridge
Mt. Hood Highway

To:
E. S. Hunter
Asst. State Highway Engineer

B u i l d i n g

Attached are earlier letters from the Highway Division directed to Joe French and John Nelson, which relate to the problem outlined in the letters we have now received from Archie Lester and H. D. Barnard regarding the installation of a signal on the Hood River Bridge.

I reviewed this bridge again this week in an attempt to try to provide an alternate to the signalization and therefore one-way traffic during the period that we are constructing the Button Bridge.

The horizontal clearance on the Hood River Bridge is 19 ft. across the full length. In addition, there is no set back from the curb to the parapet. In other words, the parapet rises vertically from the bridge deck allowing zero overhang from the vehicle wheel to the outside of the chassis.

Correction of the approaches would not resolve the problem in that I feel that 19 ft. of horizontal clearance with the vertical parapet does not provide adequate width for two-way truck traffic across the entire length of this structure. The problem, of course, is compounded by the two approaches.

I did review the possibility of going into the cutbank on the northeasterly end of the bridge. There presently is a cut at that location approximately 30 ft. in height which is standing at a very near vertical with a home and a fence within several feet of the edge of the cutbank. The material is definitely not solid rock, is some type of loose conglomerate, and I would hesitate to touch that cutbank with the property lying immediately above it. We should leave it standing at the angle of repose which it has established over the years.

Insofar as the westerly end of the bridge, we do have a pedestrian walk fabricated from wood, cantilevered, and apparently added to the bridge after its original construction on the north side of the bridge. It would be possible to move and widen this approach at considerable cost; however, with the wide swing available on the highway, I do not believe it would materially improve the overall condition and certainly would not provide for safer movement of two-way traffic for trucks.

Widening of the inside radius on the easterly side of the bridge would also be difficult. We have a near vertical bank with one or two buttress walls which provide either to hold the fill in place or provide for protecting the fill from Hood River. In either case, widening at the southeasterly corner would be possible, but again very costly and extremely difficult.

The structure is presently signed for one-way traffic for trucks and buses. My recommendation remains as first sent to you, that we advise Mr. Lester and Mr. Barnard that we have reconsidered; however, feel that the signalization is required for the safe movement of traffic.

A suggested draft letter to this effect is attached.

Robert N. Bothman
Maintenance Engineer

RNB:mp

Attachments

OREGON LOG TRUCKERS ASSOCIATION

LEGAL DIVISION

Joe French
General Counsel

8 February 1972

250 Liberty St., S. E.
Salem, Oregon 97301
503 - 364 - 5168

Oregon State Highway Department
Traffic Engineering Division
Highway Building
Salem, Oregon 97310

Gentlemen:

Re: Hood River Bridge

I am attorney for the Oregon Log Truckers Association and many of our members use the Hood River Bridge in their everyday work of hauling logs, poles and piling.

They have expressed concern to my office in regards to your proposal to install a one-way light. They contend that this will cause undue delay and a continuous hazard of having traffic backed up.

Also at the west end of the bridge there is a problem in that the width needs to be expanded. The old concrete guard rail could be removed and replaced with a steel guard rail and this would give at least two more feet of needed space to enter and leave the bridge. The same is true at the east end and it needs to be widened between the Y-Inn intersection and the bridge.

Could you please examine in detail these proposals and advise me.

Yours truly,

OREGON LOG TRUCKERS ASSOCIATION

JOE FRENCH
Attorney

/v

D

FEB 9 1972

TRAFFIC ENGINEERING

Hood River 3.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 8, 1972

Mr. John J. Nelson, President
Hood River Sand, Gravel & Ready Mix, Inc.
P. O. Box 30
Hood River, Oregon 97031

Dear Mr. Nelson:

In a recent letter directed to the Highway Division, you commented on certain traffic needs in Hood River as a result of the work that will be done on Button Bridge.

Please be advised that traffic will use the Hood River Bridge via a traffic signal control agreement. The traffic will be permitted two-way on the Hood River Bridge, but will be under traffic signal control that will allow only one direction of flow at a time.

You also commented concerning the need for traffic signals at the intersections of 2nd Street with Oak and State Streets. Since the City of Hood River would be financially involved in any signal installations made at these locations, it is suggested that you contact the City concerning this matter. If it is their wish to proceed with traffic studies, they should make such a request to the Highway Division.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

NOTED
L.E. GEORGE

LEG:lp
bc: jf
George Baldwin
Tom Edwards
F. B. Klaboe
L. E. George ✓
H. S. Cox
Walt Hart
J. F. Putnam
R. S. Hawkins

NOTED
BRUCE TAYLOR

RECEIVED
FEB 8 1972
TRA F & ENG N ... G

Hood River Sand, Gravel & Ready Mix, Inc.

P.O. BOX 30 - PHONE OFFICE & RES. 386-1400 - HOOD RIVER, OREGON 97031

JOHN J. NELSON, President — PLANTS at HOOD RIVER and CASCADE LOCKS

January 28, 1972

Oregon State Highway Department
Salem, Oregon

Re: Button Bridge
(connecting Hwy#35 & 80N at
Hood River, Oregon)

Gentlemen:

We understand that there will be a closure of the above bridge for at least ten months, while it is being replaced. This project is greatly appreciated and needed by our firm.

We have as many as two hundred single trips per day that will have to be routed thru downtown Hood River. This includes mixer trucks, truck and trailers and semi-trucks.

In order to expedite trucks we would like to see two-way traffic remain on the Hood River Bridge (old hiway 30N & old distillery) as it is at present.

Also, install two traffic signals; one at 2nd and Oak and one at 2nd and State Streets, and change parking on the South side of State Street between Front and 2nd to parallel parking. The traffic signals should be stop and go signals.

Thank you.

Very truly yours,

HOOD RIVER SAND, GRAVEL & READY-MIX INC.

John J. Nelson
President

NOTED
R. D. ASBURRY

JJN/lns

L.E. George-
But - this is a matter you worked on a while back for a detour - is it feasible - please work with Hall. Thanks Leon H.

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DIVISION

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Hall
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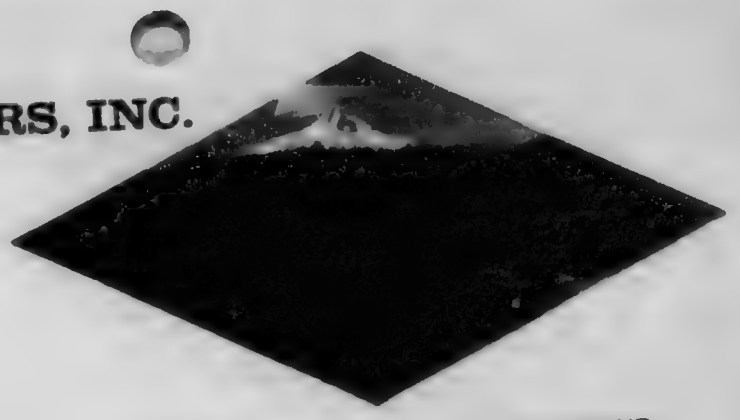
GROWERS AND SHIPPERS OF DIAMOND BRAND FRESH FRUITS AND HOOD RIVER BRAND PROCESSED FRUITS AND VEGETABLES

Diamond FRUIT GROWERS, INC.



TELEPHONE: 386-3111 ● CABLE ADDRESS: DIAMOND
HOOD RIVER, OREGON 97031

January 28, 1972

MAINTENANCE ENGINEER
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Oregon State Dept. of Transportation
Highway Division - Hiway Bldg.
Salem, Oregon 97310

Attention: Mr. R. L. Porter, State Highway Engineer

Gentlemen:

We have just been informed that at your public hearing in Hood River, Oregon on January 19, 1972, you proposed that the old highway 30 bridge at the East entrance to Hood River be equipped with one way lights.

Diamond Fruit Growers operate many types of trucks, from small straddle carriers to 40 foot semi's in the movement of our products between plants, and ship well over a million boxes of apples and pears annually by for hire trucks to markets all over the country. The old Hood River bridge has always posed a problem and we are pleased to see that the Highway Department plans to do something about it, but we are not entirely happy with the proposed solution, the installation of a one way light system.

I have talked this problem over with our own truck drivers as well as many over-the-road drivers, and without exception they say - "straighten out the approaches".

It seems to be the consensus of opinion that one way lights would only add to our problems by slowing up and stacking up traffic, whereas widened approaches, especially on the West end of the bridge would eliminate most objections to using the bridge.

We respectfully ask that you give the above suggestion your full consideration before other steps are taken to cure the ills of the old Hood River Bridge.

Yours very truly,

DIAMOND FRUIT GROWERS, INC.

H. D. Barnard

H. D. Barnard
Manager of Traffic

RECEIVED
JAN 31 1972
OFFICE OF
STATE HIGHWAY ENGINEER

HDB;jb
cc; Mr. Archie Lester
Mr. Mike McLucas

Edwards
copy C-M B

LESTER–MAYFLOWER

Lester Moving & Storage Co INC.
2640 Cascade Street
West Colu Hood River, Oregon 97031 1058 • ~~296-9118~~ 386-1117

REFERRED TO
admin
BY SECRETARY

Hood River, Oregon
Jan.25,1972

MAINTENANCE ENGINEER
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Oregon State Highway Dept.
Salem,Oregon 97310

19 AC.
no set back
on parapet

Dear Sirs:

This letter is being written to clearify and emphesize the statement I made at the public hearing that was held 1/19/72. I'm sure, I made it clear,that I heartily support your departments take over and rebuilding the Button bridge. It should have been done by the Fed.State level when the freeway was originally built,Which would have been on the 90/10% ratio.

60 Sec Cycle
300 ft Hrz
capability

My main concern is your proposal to install a one way light system on the old Hood River bridge. This will cause more problems than it will solve through delay and backed up traffic. I handle 40'semi-trailers for Union Pacific Railroad (piggybacks) and generally have too tight schedule to set and wait for periodic one way lights. If there was no other way; it would have to be; However,please consider,at the west end of the bridge,shear,the last30'or40' of theN.W. concrete guard rail and replace it with a steel guard rail.This will give a full two feet more needed space to enter or leave the bridge.

Traffic Analysis 200 ft
with gap would do it.

The solution is also simple at the east end. Just continue the widening on the east side of the roadway between the Y-Inn intersection and the bridge. I'm sure there is enough right away by Harry English's house to allow the roadway to be widened enough at the approach to comliment the large semi's.

On Nov. 6/70 my driver turned over a 40'trailer fully loaded with fresh pears,on its right side into the old destillery exit. As he came off thewest end, at about 25mph, he had to cut back to his own lane,which leaned the trailer to the left,then in straightening into his own lane, the swing-over-center together with the abnormal super on the north side caused the trailer to spill on its side into destillery drive-way. I term it 75% driver error;however had he had the extra width on the end of the bridge or a lessor super,it wouldn't have cost my insurance Co. and this company over $6000. This is far more than the cost of widening that end of the bridge. This proposal would be a permanent solution instead of a tempory stop-gap proceedure.

Trucks are no wider now than when I started driving them forty five years ago. We met and passed on the same bridge continuously. The problem is that our present equipment is almost twice as long,this added lengths complicates the turning radius only. You can slove this at a very nominal cost and I'll gamble you can use the east end excavated material as fill on the new Button Bridge,even though it has to be handled twice.

Trailer
A.D.

RECEIVED
JAN 31 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 31 1972
OFFICE
STATE HIGHWAY ENGINEER

Yours truly
Archie Lester

Bridge
P.D.

AGENT ARO MAYFLOWER TRANSIT CO. WORLD-WIDE FURNITURE MOVERS

NOTED
TOM EDWARDS

cc: Carlos Van Elsberg,
Director of Public Works

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 15, 1972

Mr. A. E. Almcrants
Hood River County Executive
Courthouse
Hood River, Oregon 97031

RE: UPRR Overcrossing (Button Bridge)
FAS 349, Hood River County

See segment of correspondence re making Button Bridge part of state highway system

Dear Mr. Almcrants:

On the basis of your letter of March 13, 1972 regarding Button Bridge and indicating a tentative approval by the Hood River County Board of Commissioners, we submit the following recapitulation of understanding to be endorsed by the Board as a firm approval:

State Obligation

1. Fifty per cent of total project costs. - Federal Funds
2. Total match monies (State and County). - all the funds beyond Federal
3. Assume Button Bridge project into state highway system.

County Obligation

1. Normal FAS funds on 50% of total project costs.
2. Furnish all right-of-way necessary for project.
3. Assume maintenance and jurisdiction of the frontage roads at the West Hood River Interchange in the northwest and southwest quadrants.

Revised plans and estimate, dated 2/29/72, were given to County for review and consideration. Estimate was in the amount of approximately $600,000 with structural costs being $519,000; signing and signals approximately $20,000; and grading and paving approximately $58,000.

Based on the $600,000 estimated total cost and the proposal as presented, State's obligation would be $240,000 State funds in conjunction with $180,000 Federal funds.

County's obligation would be to furnish an estimated $180,000 FAS credits in addition to approximately $10,000 for right-of-way.

The aforesaid $600,000 is strictly an estimate of cost, as are the other amounts named above, and the actual total cost will be the deciding factor in the sharing of costs or credits.

If the foregoing is acceptable to the Hood River Board of County Commissioners, please indicate approval by signature of three copies of this letter in the space provided and return them to the County and City Engineer, Room 405, State Highway Building, Salem 97310.

To further expedite this matter, we are enclosing two copies each of a certificate to permit the encumbrance of Hood River County's future anticipated Federal allocations of FAS funds for three years or less, and of a right-of-way certificate to be signed and returned at least five weeks prior to bid letting.

It is currently proposed to accept bids on this project at our May 25, 1972 bid letting; however, this is dependent upon the design-location approval of the project, right-of-way acquisition, railroad negotiations, utility adjustments, etc.

We appreciate your patience, understanding, and cooperation in this very important matter.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. W. Harwell

for H. S. Cox
County and City Engineer

DWH:mm

Encl: Encumbrance and Right-of-way Certificates for Button Bridge, FAS 349, Hood River County

APPROVED March 22, , 19 72

HOOD RIVER COUNTY BOARD OF COMMISSIONERS

By _____ Commissioner

By _____ Commissioner

By _____ Commissioner

Subject to maintenance of two frontage roads west of Hood River in accordance with recommendations contained in memorandum from Director of Public Works attached hereto

INTER-OFFICE CORRESPONDENCE

HOOD RIVER COUNTY

HOOD RIVER, OREGON

Date March 16, 1972 19__

To BOARD OF COMMISSIONERS
A. E. ALMCRANTS, COUNTY EXECUTIVE

From CARLOS VAN ELSBERG, DIRECTOR, PW

SUBJECT BUTTON BRIDGE vs FRONTAGE ROADS

Per the request of the Board of Commissioners at their regular meeting March 1, 1972 I contacted Mr. Dick Hawkins of the Oregon State Highway Department at The Dalles and met with him the morning of March 8, 1972 and we toured the two frontage roads in question West of Hood River. It was Mr. Hawkin's opinion, and mine, that approximately one and one half (1-1/2) days of patching plus shoulder maintenance in connection with the two frontage roads would bring them into such condition that Hood River County could then accept them for maintenance when the transfer of responsibility concerning these frontage roads and Button Bridge is completed.

Mr. Hawkins assured me that this patching and maintenance work would be carried out at the earliest possible time, probably within the next six (6) weeks during their regular maintenance period.

Therefore, as a result of the above mentioned meeting with Mr. Hawkins and my own observations, it is my recommendation that the Board of Commissioners consider and accept the proposal as outlined by Mr. Si Cox on March 1, 1972. Please feel free to contact me for any further information you may require regarding this matter.

Carlos

Jas 344
Hood R Co

RECEIVED
COUNTY & CITY SECTION
MAR 14 1972
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A. E. ALMCRANTS
COUNTY EXECUTIVE
TEL. 386-3970

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
JAN Y. KURAHARA, VICE CHAIRMAN
JERRY ROUTSON
CLARENCE N. AMOTH
BRUNO HUKARI

HOOD RIVER, OREGON

March 13, 1972

Mr. H. S. Cox
City-County Engineer
Oregon State Highway Department
Salem, Oregon

Dear Si:

Following is an excerpt from the March 1, 1972 minutes of the Board of Commissioners meeting of that date:

Motion was made by Commissioner Hukari and seconded by Commissioner Kurahara tentatively accepting the offer of the Oregon State Highway Division to exchange the Button Bridge and approach road for the north and south access roads west of the Westcliff Overpass (Westcliff Drive and approach to Country Club Road); County to acquire right of way for the Button Bridge and approach road reconstruction project; and State to improve the two approach roads (Westcliff Drive and approach to Country Club Road) to acceptable County standards; and the Button Bridge and approach road will be accepted by the State Highway Commission upon completion of the reconstruction project. Motion carried.

As soon as we receive approval of the public hearing relative to the Button Bridge project the Director of Public Works will commence the right of way acquisition negotiations, and hopefully this will be completed and you will be able to advertise for bids.

The exchange as indicated in the above motion was based on the premise that the only expense to the County would be that of right of way acquisiton, and State and Federal funds would be used for the entire reconstruction costs.

Many thanks for your assistance in this matter. It is greatly appreciated.

Sincerely,

A. E. Almcrants
County Executive

AEA/ds

CC/ Director of Public Works

RECEIVED
MAR 8 - 1972
FOR FILING

MEMO TO FILES

March 7, 1972

UPRR Overcrossing (Button Bridge)
FAS 349, Hood River County

7895

Wednesday, March 1, Jim Putnam, Josh Sawyer, Don Harwell, and the writer met with the Hood River County Commission, Al Almcrants, and Carlos Van Elsberg in hope of re-negotiating the UPRR Overcrossing (Button Bridge) project.

Final proposal to County follows:

State Obligation

1. 50% of total project costs.
2. Total match monies (State and County).
3. Assume Button Bridge project into state highway system.

County Obligation

1. Normal FAS funds on 50% of total project costs.
2. Furnish all right-of-way necessary for project.
3. Assume maintenance and jurisdiction of the frontage roads at the West Hood River Interchange in the northwest and southwest quadrants.

This proposal was tentatively approved by the County Commissioners, with final approval to follow subsequent to field inspection.

Revised plans and estimate, dated 2/29/72, were given to County for review and consideration. Estimate was in the amount of approximately $600,000 with structural costs being $519,000; signing and signals approximately $20,000; and grading and paving approximately $58,000.

Based on the $600,000 estimated total cost and the proposal as presented, State's obligation would be $240,000 State funds in conjunction with $180,000 Federal funds.

County's obligation would be to furnish $180,000 FAS credits in addition to approximately $10,000 for right-of-way.

County is most anxious that this project proceed with all possible speed, and Mr. Van Elsberg will be in Salem soon to discuss details in all areas relating to this matter.

D. W. Harwell

for H. S. Cox
County and City Engineer

HSC:mm
cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. H. Young
F. L. Hall
R. N. Bothman
J. F. Putnam

RECEIVED
MAR 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

CITY OF HOOD RIVER

P. O. BOX 27

HOOD RIVER, OREGON
March 6, 1972

Mr. Carlos Van Elsberg
Hood River County Director of Public Works
Public Works Building
18th & May Streets
Hood River, Oregon 97031

RECEIVED
COUNTY & CITY SECTION
MAR 10 1972
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Ref: Button Bridge Detour Plan

Dear Carlos:

This office has reviewed the detour plan prepared by the OSHD for the Button Bridge project. We would comment as follows:

A. Signing and routing appear adequate and are satisfactory to the City of Hood River.

   It is noted that it seems advisable to remove the parking meters at the Northeast corner of Second and Oak Street intersection, on Front Street and post as no parking to provide clearance for truck-trailer type of traffic. This action will be recommended to the Council.

B. Existing street surfacing over the proposed route is in poor condition and should be repaired prior to the start of the detour implementation.

   This office would suggest that an asphalt overlay would be in order at least on the Front Street and Oak Street sections of the detour.

This office will be glad to meet with representatives from either your office or the OSHD to go over the route.and review the repairs.

Respectfully submitted,

Donald J. Branton
City Engineer

DJB/vb W.J.Hart - item A
cc: L.E.George - item A.
E.L.Hall - item B
J.F.Putnam - informatin

Nature's Purest Water ... Always Ice Cold

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MAR 2 - 1972
FOR FILING
7895

March 1, 1972

The Honorable P. F. Bucklin
Chairman, Hood River County
Board of Commissioners
Courthouse
Hood River, OR 97031

Dear Mr. Bucklin:

The following actions have been taken on the recommendations proposed in your February 4 letter concerning the hearing held for the U.P.R.R. Overcrossing-Hood River (Button) Bridge Section.

Based on considerations of safety and Highway Division policy, the right-of-way line cannot be modified to eliminate the need to acquire the B & D office building. The building is located too close to the construction area (both the road and the structure) for safety of the occupants and construction personnel. There is only four feet of distance between the building and the reinforced panel at the bridge end. The shallow embankment at the location cannot be constructed on standard slope index without encroaching on the building. Steepening the slope would constitute a hazard to pedestrians. The building also constitutes a hazard to the motorist since it is within seventeen feet of the traveled way, which is contrary to Highway Division policy.

The roadway profile has been revised; the roadside ditch and the road approach culverts have been eliminated.

It is hoped that the above actions meet with your approval. If you need additional information, we shall be happy to furnish it upon request.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

FET:jg ta

bc George M. Baldwin
Tom Edwards
E. S. Hunter
F. L. Hall

ENGR. ☑ HOOR. ☐ OE ☐ AE ☐ UE
UPE ☐ CE ☐ HE ☐ RPE ☐

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FEB 1 1972
FOR FILING

Hood R Co

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
JAN Y. KURAHARA, VICE CHAIRMAN
JERRY ROUTSON
CLARENCE N. AMOTH
BRUNO HUKARI

HOOD RIVER, OREGON

A. E. ALMGRANTS
COUNTY EXECUTIVE
TEL 386-3970

Trust
Bridges
Button Br.

February 4, 1972

RECEIVED
FEB 8 - 1972
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Division
City-County Division
Highway Building
Salem, Oregon 97310

Gentlemen:

The Hood River County Board of Commissioners on February 2, 1972 received the data developed through the hearing that was held on January 19, 1972, and on the basis of the information from participants at the hearing and recommendations from the Director of Public Works, approved the project, subject to review of the recommendations of the Director of Public Works. During the deliberations it was determined that the project is compatible with land use in the area, and does not present any social, economic, or environmental problems. No opposition was presented on any phase of the program, and we would hope it could proceed with the greatest dispatch possible. The Board of Commissioners did feel that the recommendations of the Hood River County Director of Public Works had merit, and consideration should be given to possible modification of plans. The points to be considered are:

1. Modify the right of way line to eliminate the need to acquire the B & D office building (would save a great deal of money, and yet not jeopardize the project).

2. Eliminate the drain ditches on either side of the access road as it reduces the cost and eliminates a need for culverts to accommodate dwellings.

The proposed walkway is in order, but it is the hope that it can be provided within a right of way that would not requre the acquisition of the B & D office b uilding and this is the only requested amendment aside frcm the possibility of eliminating the drain ditches adjacent to the roadway.

At the hearing it was suggested that the Board of Commissioners appeal to the State Highway Commission for assumption of responsibility for the project, and inclusion in the State Highway System, and on the basis that it is a definite link between Highway 35 (State Highway 26) and the Interstate Freeway. Senator Jernstedt and Representative Waldon have indicated that they could be in attendance at such a time. Arrangements for the the appearance for a presentation before the Highway Commission at the February meeting would be greatly appreciated.

NOTED
E. S. HUNTER

If there are any qustions you might contact either Carlos Van Elsberg, the Director of Public Works, 386-2616, or the County Executive, 386-3970.

Sincerely,

HOOD RIVER COUNTY BOARD OF COMMISSIONERS
Chairman P. F. Bucklin
Commissioner Jan Y. Kurahara
Commissioner Jerry Routson
Commissioner Clarence N. Amoth
Commissioner Bruno Hukari

by A. E. Almcrants
A. E. Almcrants
County Executive

AEA/ds

2-8-72
cc Edwards – per our discussion, what is your decision? Don H.
Klaboe
Schroeder
Hunter ✓
Wolfe
Putnam

RECEIVED
FEB 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FAS 349
Hood R. Co.

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

February 29, 1972
Salem, Oregon

SUBJECT:

To:

H. S. Cox
County-City Section
B U I L D I N G

Button Bridge Oxing of U.P.R.R.
Button Bridge Section
FAS 349
Hood River Co.
Bridge No. 2471B

Attached are two prints of the preliminary plan and elevation Drawing 27680 for the Button Bridge Oxing of the U.P.R.R. These prints are sent to you for transmittal to the County for their approval. Please request the County to return one set with their approval noted thereon.

The preliminary estimate for the structure, including an allowance for engineering and contingencies is $519,000. This does not include any grading, paving etc. costs.

This project is presently scheduled for the May 25, 1972 bid opening.

L. L. Wallace

L. L. Wallace
Bridge Design Engineer

LLW/ag
Attachs.— Data to Co. 3-1-72

cc: J. F. Putnam w/1 print
R. W. Ellison

Data to H.R. County
3-1-72

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FEB 29 1972
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2-29-72 Costs

$519,000 = Struct.
20,200 = Sig-Signs
58 212 = Gr-Pave Etc-Eng
$ 597,412 = Total Cost

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section U.P.R.R. O-Xing Hood River (Button Br.) Unit _____ Prefix _____
Highway F.A.S. 349 County Hood River Date 2-29-72
Length .28 Mi Designer Hansen Draftsman _____
Signed _____ Title _____

Grading & Drainage		$
		$ 43,933.50
Surfacing		
Extra Work		
Flagging	$ 1,200.00	
Signs & Signals	20 200.00	
		$ 21,400.00
Total Extra Work		$ 65,343.50
TOTAL		$ 13,068.70
+ 20% Engineering and Contingencies		
Structures		
Button Bridge	$ 519,000.00	
		$ 519,000.00
Total Structures		$
Right of Way		$ 597,412.20
Total Estimated Cost		

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet ____ of ____ Sheets

Section U.P.R.R. O-xing Hood River (Button Br.) Unit
Highway F.A.S. 349 County Hood River Prefix
Length .28 Mi. Designer Hansen Draftsman Date 2-29-72

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Temp. Prot. & Dir. of Traffic	Lump Sum	All		All	900.00	900.00
Clearing & Grubbing	Lump Sum	"		"	1,000.00	1,000.00
Rem. of Str's & Obstructions	Lump Sum	"		"	2,000.00	2,000.00
Embankment in Place	Cu.Yd.	2808	282	3090	1.65	5,098.50
Finish Roadbed & Slopes	Lump Sum	All		All	1,250.00	1,250.50
Watering	M-Gal	90	10	100	5.00	500.00
Coarse Aggregate Base	Cu.Yd.	2143	217	2360	4.50	10,620.00
3/4-0 Aggregate Base	Cu.Yd.	392	38	430	4.60	1,978.00
Cl. "B" Asph. Conc. Mixture	Ton	878	44	922	11.00	10,142.00
Asphalt in Mixture	Ton	56	6	62	40.00	2,480.00
3/4-0 Aggr. in Prime Coat	CuYd	30	3	33	6.50	214.50
Asphalt in Prime Coat	Ton	6	1	7	100.00	700.00
Guard Rail Type 2A	Lin Ft	500	50	550	5.00	2,750.00
Guard Rail Anchors	each	3	-	3	225.00	675.00
Guard Rail Bridge Connections	each	3	-	3	200.00	600.00
Class "A" Conc in Shldr. Barrier	Cu.Yd.	23	2	25	100.00	2,500.00
Extra for Paving Approaches	each	6	1	7	75.00	525.00

Total 43,933.50

OREGON STATE HIGHWAY DIVISION

Bridge Section

Temporary Protection and Direction of Traffic

Location:

Highway: FAS 349

Section: UPRR Oxing-Hood River(Button Br.) Section

County: Hood River

Signing and Barricades		$ 11,400
Flagging (50% Contractors Share)		1,200
Estimated State Force Amount		4,000
	Sub-Total	$ 16,600
Engineering & Contingencies		2,240
	Sub-Total	$ 18,840
Flagging (50% State Share)		1,200
Engineering & Contingencies		160
	TOTAL	$ 20,200

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☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Signed: _____

A. E. Johnson
Assistant State Highway Engineer

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FEB 28 1972

17895

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem
February 25, 1972

To: Memorandum to File

SUBJECT: Delegation appearing at February 22, 1972 Commission Meeting

A delegation headed by Mr. P. F. Bucklin, Chairman of the Hood River County Board of Commissioners, appeared before the Commission and requested that the State consider an exchange of highways in the Hood River vicinity.

The delegation specifically requested the State to take over the Button Bridge in an exchange for a section of frontage road which the State maintains in the west environs of Hood River.

There has been some confusion in this matter. The Hood River Board of Commissioners presented a letter which was given consideration and the Commission was briefed on the premise that the bridge would be taken into the Highway System after its completion. I find also that a second letter was written dated February 17 which did not reach me or the Commission prior to the meeting requesting takeover of the bridge prior to the construction.

We did have a written agreement with the County wherein the State assumed 50 percent of the cost with State funds, the balance to be financed by the County using FAS-C funds and matching funds from the County to complete the project. The total cost is approximately $800,000, consisting of $400,000 State funds, $329,000 FAS-C funds, and $71,000 in County funds. It was on the basis of this proposal that the exchange was recommended to the Commission.

I have requested the County-City people to again contact Hood River County in view of the misunderstanding, to see if there is a possible solution through use of additional FAS-C funds whereby the County could be relieved of the $71,000 contribution without further burdening the State Highway Fund.

Tom

Tom Edwards
State Highway Engineer

cc Highway Commission
Sen. Kenneth Jernstedt
Hood River County Commission
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
H. S. Cox

FBK:ia/EE:ms

A. E. ALMCRANTS
COUNTY EXECUTIVE
TEL. 386-3970

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
JAN Y. KURAHARA, VICE CHAIRMAN
JERRY ROUTSON
CLARENCE N. AMOTH
BRUNO HUKARI

HOOD RIVER, OREGON

February 22, 1972

Mr. Floyd Query
Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Query:

The representatives of the Board of Commissioners who attended the hearing this morning at 10:00 a.m. in Salem relative to the Button Bridge wish to thank the Oregon State Highway Commission for the favorable reaction to the Hood River County proposal.

The inclusion of the 1380 feet of bridge and approach road into the State Highway System will be appreciated by the residents of Hood River County, and resolve a matter that has provoked much discussion over the years, and some of the budget problems will be eased somewhat through the assumption of the financial obligations.

The Highway Commission and staff personnel has always been most responsive, cooperative, helpful, and it was the consensus that this measure of support should not go without due recognition and a great measure of appreciation.

Sincerely,

A. E. Almcrants

A. E. Almcrants
County Executive

AEA/ds

RECEIVED
FEB 23 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

REFERRED TO
Co-Cety, Harrell
BY SECRETARY

HOOD RIVER COUNTY DELEGATION - February 22, 1972 Commission meeting
Transcript

P. F. BUCKLIN: Gentlemen, have you received a copy of a letter that was sent to you last week?

MR. JACKSON: No, maybe the staff has - the Commission has not.

NOTED
R. KLABOE

MR. BUCKLIN: I think that to a large extent explains our purpose here but if you are familiar with the road we are talking about - the little stretch on the old 30 - US 30 in Hood River, just off of 35 - from that point down to the present 80 north. There is just a small area about 1,380 feet involved and 850 feet of that - 530 feet is a bridge - a wooden Bridge. This road was originally put in there when the Hood River White Salmon Bridge was built years ago and when the old US30 was up on top the hill there. The County put the road in to connect to the bridge across the railroad tracks. When 80N was built, they built a bridge, a wooden bridge, over the railroad tracks. That bridge has now deteriorated to where we have had to repair it - it is still a county road. We have had to repair it the last 2 or 3 years and it has gotten to the stage now where we have talked with your engineers. We've talked about replacing the whole structure there with the County paying part of the cost. We do have the money to pay part of the cost but our road funds are really depleted in the last year or so. We haven't had the money from the National Forest and some of the other funds that we have had in the past. We really need this money for county road work. This does connect 35 (the Mt. Hood Loop Highway) to 80N - just a short distance - the whole distance is only 1,380 feet and part of that from that point is where 80N bisects the road.

NOTED
TOM EDWARDS

We would like to ask you to help us to this extent. The new project, maybe I better talk about the bridge, the project - the figures we have had from your engineers was almost 700 thousand dollars - $684,000. Our part of that

with a little land that we might have to buy will be about $71,000. This is a lot of money to us right now. We believe and we have had a lot of people in our county come to us, this is quite a popular subject in the county right now by the way, when they found out they were going to have to spend some money to rebuild that bridge.

We think, and the majority of our citizens, that that should be part of the State highway roads - it would connect to your main highways in the State - 13 hundred and some odd feet of it. There is only 71 thousand dollars difference - that is what we would have to put up to build this bridge. We want the bridge. We got to have it because otherwise all the traffic would go through town and that would really ball it up. There is a lot of heavy traffic that goes over this bridge - a lot of fruit hauling and lumber hauling that goes over this bridge. We really need a new bridge there.

We have our - two others from our department people here today. We have two of our commissioners. We have Carlos Van Elsberg, Department of Public Works, and Sen. Jernstedt. If you have any other questions to ask them. We did talk at one time and we still would be willing to go along with this. We have an access road west of town that connects with our country club road a short distance there. We suggested at one time that we take that road over as a county road in trade for this other road. We would still be willing to do this if that would help this situation any. We do believe that this is no part of a county road where it connects to the State highway and we need your help.

MR. JACKSON: Would you go back to the County's obligation in putting a section of this road into first-class condition. What was the total amount of moneys that the County was willing to spend to put -

MR. BUCKLIN: Including a bridge

MR. JACKSON: Yes.

MR. BUCKLIN: We would have to buy a little bit of land along side of it to widen it - I think it was about $71,000.

JACKSON: $71,000

MR. BUCKLIN: Yes.

MR. JACKSON: We would take it back then - maintain it - and would be involved with the construction of this bridge - reconstruction of it.

MR. EDWARDS: Yes, we would be involved in the reconstruction of the bridge in any event.

MR. BUCKLIN: We have worked with your department on this.

MR. EDWARDS: Yes.

MR. BRUNO: I understand this is not on the State system now.

MR. EDWARDS: No.

MR. JACKSON: This is 15 hundred feet that we are really talking about.

MR. BUCKLIN: 1380 I believe it is. Yes, 1380.

MR. JACKSON: Well, it makes a lot of sense, I think, in our preliminary discussion of it this short piece of road here where the State is involved it is really a county road if we could clean that up on a trade here, I think that your proposal would be in order.

MR. BUCKLIN: We would certainly be glad to have you consider it.

MR. JACKSON: Well, why don't you have your people work this thing out with the staff and let's clean it up. [illegible] reasonable request for the State to assume the obligation of the [illegible] two State highways and on the other hand, it is obvious [illegible] reasons in being involved in an isolated section of county road [illegible] two transfers I think we -

MR. BUCKLIN: We probably should have taken this up with you years ago. Until it come up to this $71,000 -

MR. JACKSON: You got a deal. Okay, thank you.

2123/72
Copy to Kloboe

A. E. ALMGRANTE
COUNTY EXECUTIVE
TEL. 386-3970

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
JAN Y. KURAHARA, VICE CHAIRMAN
JERRY ROUTSON
CLARENCE N. AMOTH
BRUNO HUKARI

HOOD RIVER, OREGON

February 17, 1972

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query
Secretary
Oregon State Highway Commission

Gentlemen:

The scheduled appointment for an appearance of representatives from Hood River County before the State Highway Commission on February 22, 1972 at 10:00 a.m. was welcome news to the County Commissioners.

Button Bridge on FAS 349 was constructed by the Corps of Engineers during the development of the Bonneville Dam project in 1937, and was deeded to Hood River County as a connecting link between Old Highway 30 and the Inter-State Bridge. In the meantime this "Button Bridge" has become in reality an established and important segment of Highway 26 (U. S. Route 35), and provides the shortest and most logical access to Inter-State 80 North.

For your information, this Button Bridge has a length of some 530 feet, and the approach from Highway 26 is 850 feet, for a total of 1,380 feet, and this is the only segment that is not in the State system, but remains under County jurisdiction even though the relatively new 80 North bisects the North extension of this access to the Inter-State bridge.

Since the Board of Commissioners have assumed the responsibility for County government on January 1, 1965, there have been many complaints relative to the unsafe structure, the rather narrow lanes, and the real hazard to vehicular traffic, and on a segment of highway that really should be in the State system. In order to correct the situation a reconstruction program was proposed, and after much deliberation and with the considered advise and assistance of State Highway Division personnel, a program was developed to replace the bridge through a cooperative financing program involving Federal, State, and local sources. During discussions reference was made on more than one occasion to the affect that this 1,380 foot stretch of County road is for all practical purposes and in reality a definite segment of the State Highway System, and should not be classified as a County road. As this observation has been the thinking of the Board of Commissioners for many years it seemed appropriate to appeal to the State Highway Commission for consideration to include the Button Bridge structure and the approach road to the south, a total of 1,380 feet, into the State Highway System. The proposal at the present time involves funds from all of the

Copy to Admin 2-18-72 — from, Delbq prdeu

NOTED
FLOYD QUERY

Oregon State Highway Commission

February 17, 1972

entities in the amount of $684,000.00, and involves twenty percent of one-half of the cost, or $68,400.00, as the County's share of the project. This local funding, although not great in magnitude compared to many of the large projects undertaken in the State, is of significant importance to our Department of Public Works, and these funds could be used by the Department of Public Works in many other areas for projects that otherwise would have to be eliminated and deleted.

Hopefully the State Highway Commission will consider this proposal as submitted by the Hood River County Board of Commissioners, and will include this small Button Bridge project and the 1,380 feet of bridge and road in the State Highway System.

The Board of Commissioners wish to extend most sincere thanks for your many efforts and projects in behalf of Hood River County, and hopefully that this proposal can receive your early approval.

Respectfully submitted,

HOOD RIVER COUNTY BOARD OF COMMISSIONERS

by A. E. Almcrants

A. E. Almcrants
County Executive

AEA/ds

CC/ The Honorable Ken Jernstedt
The Honorable Paul Walden

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OREGON
STATE HIGHWAY COMMISSION

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7895
A. E. ALMGRANTS
COUNTY EXECUTIVE
TEL. 386-3970

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
JAN Y. KURAHARA, VICE CHAIRMAN
JERRY ROUTSON
CLARENCE N. AMOTH
BRUNO HUKARI

HOOD RIVER, OREGON
February 25, 1972

Commissioner Glenn Jackson
Oregon State Highway Commission
Oregon State Highway Building
Salem, Oregon 97310

Dear Commissioner Jackson:

As a result of several telephone conversations after the Hood River County delegation had met with the State Highway Commissioners on February 22, 1972, it appears that there is some basic misunderstanding. Our letter of February 17, 1972, stated that this section of road, some 1380 feet in length between Inter-State 80 and Highway 26, should be in the State Highway System, and hopefully that the State Highway Department could assume the entire financial responsibility.

It has always been the consensus that this link between two State highways should not be in the County road system for two reasons: (a) It is logically a State Highway. (b) Funding required as County sharing should more appropriately be designated for improvements to County roads.

In the presentation I stated that our resources for the current fiscal year did not meet anticipated projections; consequently we could put any and all funds to most significant uses, particularly the $70,000.00 - $75,000.00 that was estimated as the County share in the program.

The Hood River County delegation was elated at what we had thought was the official decision, and it was a great shock to learn that there was a misunderstanding by the State personnel for they were of the opinion that the State would include the bridge and approach road in the State System, but only after the project was completed with County financial participation.

Possibly some additional information would have been in order, but it did appear quite clear at the time, and we felt that further discussion would only be redundant and utilize additional time of the respective Highway Commissioners and State personnel.

I sincerely hope that this clarifies the situation and the basic reasoning for the requested appearance before the State Highway Commission.

Sincerely,

P. F. Bucklin
Chairman, Hood River County
Board of Commissioners

AEA/ds

2.28.72
NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

Hood River Co. Hwy. - Hood R (Button) Br. Sect.
FAS 340
Hood River County

Loc 349
Hood R Co

Tape 1b - 7

2-23-73

SECTION 107 - LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC

107.27 Temporary Protective and Directional Measures for Traffic - Temporary protective and directional measures for traffic shall be provided in conformance with subsection 107.27 of the Standard Specifications supplemented and/or modified as follows:

1. In cases where the necessity for flagmen is of an intermittent nature of four hours or less in duration, the contractor may use employees in crafts other than flagmen that are immediately available at the site of the work, in which cases the wage rates on which the State will participate will be the rate established for the particular craft of the employee used as a flagman.

RECEIVED
COUNTY & CITY SECTION
FEB 23 1972
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ DE
☐ UPE ☐ CE ☐ DE ☐ RPE ☐

Tape 1b - 8

2. Minimum requirements which must be met by the contractor in the handling of traffic through the various stages of the work include but are not necessarily limited to the following:

a. The contractor shall furnish, erect and maintain two construction identification signs at locations designated by the engineer or called for on the plans.

b. The contractor shall provide the signs, flashers, and barricades ~~and traffic cones~~ shown on Drwg. No.'s 27918, 27919, and 27920.

c. All appropriate existing guide and traffic control signs shall remain in operation throughout the duration of the project or until the installation of new permanent signs.

d. Unless otherwise indicated on the plans, all temporary signs shall be composed of orange reflectorized sheeting background on sheet aluminum or plywood with non-reflectorized black legend.

Orange reflectorized sheeting shall conform to the requirements of subsection 761.13 supplemented and/or modified as follows:

Add the following to the minimum brightness value table:

	ORANGE		
Divergence Angle	0.2	0.5	1.5
Angle of Incidence -4	25	13.5	1.5
Angle of Incidence 40	1.0	0.8	0.1

Delete the requirements of subsection 761.13(b) and substitute the following:

Acceptability of the diffuse day color of the reflective sheeting will be determined by the engineer by visual comparison to standard color chips.

All signs shall be mounted at 7'0" ± 3" above the edge of pavement unless otherwise permitted by the engineer in writing. Signs mounted at pavement level as permitted by the engineer shall not be in place longer than 48 hours and shall be provided with orange-colored high level flags.

All signs shall be covered or removed when not in use. ~~The contractor's attention is called to the fact that he may be required to cover and uncover the oversize advance construction signs and turn off or on the amber flashers attached to the signs during the progress of work under this project.~~

e. Posts will not be required to be set in the ground. Portable supports shall be adequate to prevent blow-down.

f. Amber flashers shall be of a type and size to be visible from 1300 ft. during daylight hours when in operation.

g. Barricades shall be installed parallel to the edge of pavement or travel way unless indicated otherwise on the plans. The barricades indicated as "Lighted" shall be illuminated with 25 watt, non-flashing, amber lights on 25 ft. centers. The barricades indicated as "Reflectorized" shall have yellow reflectors, approximately 3" in diameter, bracket mounted to the top of the barricade posts on 12.5 ft. centers. The reflectors shall conform to subsection 711.03 of the Standard Specifications. Lengths of barricade shown on the plans are approximate and should be field verified.

Where portable barricades are used they shall be in units. Each unit shall be comprised of the following:

(1) Untreated Douglas fir timber conforming to the current grading rules of the West Coast Lumber Inspection Bureau Grading Rules or Western Wood Products Grading Rules as follows:

Size	Grading Rule Paragraph	
	WCLIB	WWPA
4"x4"	122-b	40.11
2"x6"	123-b	62.11
1"x8"	118-b	30.11

(2) Galvanized hardware fittings conforming to subsection 710.08.

(3) Angle iron and strap iron conforming to AASHO M 183 (ASTM A 36) and galvanized in conformance with AASHO M 111 (ASTM A 123).

(4) Silver reflectorized sheeting conforming to subsection 761.13 and orange reflectorized sheeting conforming to the same requirements as for Type "O" signs described above.

h. Reflectorized guide posts (Y-1) shall be installed on approximate 50 foot centers at all locations where there is a hazardous vertical drop-off at the edge of the travel way and/or where construction work affects a ready definition of the edges of the usable travel way. Reflectors shall meet the requirements set forth in Section 711.03 of the Standard Specifications.

i. In the event the contractor elects to use traffic cones at any location for the direction of traffic, the cones shall be a minimum of 24 inches high and shall be fluorescent colored.

j. At the end of paving on two-lane, two-way roads where a definite change of roadway elevation occurs, the contractor shall place one W-401-48 sign 400 ft. before the drop-off occurs. In sections where one lane of a two-lane, two-way road has a vertical drop between directions of travel, the contractor shall place one W-718-48 sign facing each direction of traffic at the beginning of such area and additional W-718-48 signs spaced at 1/2 mile (maximum) intervals throughout the affected area. Also R-352-48 signs shall be installed facing each direction of traffic at mid-intervals of the W-718-48 signs.

k. At the end of paving on multi-lane, one-way roads where a definite change of roadway elevation occurs, the contractor shall place two W-401-48 signs (one on each side of road) 400 feet before drop-off occurs. In sections where one lane of a multi-lane, one-way road is being paved leaving a vertical drop-off to the adjacent lane or shoulder, one W-718-48 sign shall be installed on each side of the road at the beginning of such area and additional W-718-48 signs spaced at 1/2 mile (maximum) intervals throughout the affected area. Also R-352-48 signs shall be installed on the right-hand side of the road at mid-intervals of the W-718-48 signs.

j l. Signs shall not be placed on the travel way.

#14,640

27718, 27719, 27720
S-1, S-2, S-3, S-4, S-5, S-6, S-7
1470, 1471, 27656, 1483.

MEMORANDUM TO FILE

Re: Location-Design Hearing

UPRR O'xing (Button) Bridge Section
Button Road, FAS 349
Hood River County

I certify that a location-design hearing was held on January 19, 1972 by the Hood River County road officials relative to the proposed project on the UPRR O'xing (Button) Bridge Section, FAS 349, in Hood River County.

I further certify that the Highway Division, with Hood River County, has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

By _____
Deputy State Highway Engineer

Date FEB 25 1972

RHP:ljt
2/23/72

FEB 9 1972
COOR. ☐ DE ☐ AE ☐ DE
☐ RE ☐ RPE ☐

FAS
Hood R Co

LMGRANTE
EXECUTIVE
86-3970

COUNTY OF HOOD RIVER

BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
JAN Y. KURAHARA, VICE CHAIRMAN
JERRY ROUTSON
CLARENCE N. AMOTH
BRUNO HUKARI

HOOD RIVER, OREGON

February 4, 1972

RECEIVED
FEB 8 - 1972
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Division
City-County Division
Highway Building
Salem, Oregon 97310

Gentlemen:

The Hood River County Board of Commissioners on February 2, 1972 received the data developed through the hearing that was held on January 19, 1972, and on the basis of the information from participants at the hearing and recommendations from the Director of Public Works, approved the project, subject to review of the recommendations of the Director of Public Works. During the deliberations it was determined that the project is compatible with land use in the area, and does not present any social, economic, or environmental problems. No opposition was presented on any phase of the program, and we would hope it could proceed with the greatest dispatch possible. The Board of Commissioners did feel that the recommendations of the Hood River County Director of Public Works had merit, and consideration should be given to possible modification of plans. The points to be considered are:

1. Modify the right of way line to eliminate the need to acquire the B & D office building (would save a great deal of money, and yet not jeopardize the project).

2. Eliminate the drain ditches on either side of the access road as it reduces the cost and eliminates a need for culverts to accommodate dwellings.

The proposed walkway is in order, but it is the hope that it can be provided within a right of way that would not requre the acquisition of the B & D office b uilding and this is the only requested amendment aside from the possibility of eliminating the drain ditches adjacent to the roadway.

At the hearing it was suggested that the Board of Commissioners appeal to the State Highway Commission for assumption of responsibility for the project, and inclusion in the State Highway System, and on the basis that it is a definite link between Highway 35 (State Highway 26) and the Interstate Freeway. Senator Jernstedt and Representative Waldon have indicated that they could be in attendance at such a time. Arrangements for the the appearance for a presentation before the Highway Commission at the February meeting would be greatly appreciated.

If there are any qustions you might contact either Carlos Van Elsberg, the Director of Public Works, 386-2616, or the County Executive, 386-3970.

Sincerely,

HOOD RIVER COUNTY BOARD OF COMMISSIONERS
Chairman P. F. Bucklin
Commissioner Jan Y. Kurahara
Commissioner Jerry Routson
Commissioner Clarence N. Amoth
Commissioner Bruno Hukari

by A. E. Almcrants
A. E. Almcrants
County Executive

AEA/ds

2-8-72
cc Edwards – per our discussion, what is your decision, Don H.
Klaboe
Schroeder
Hunter
Wolfe
Putnam
Hall att Terpin
Query – please set up date for appearance at Feb 22 Hwy Comm

RECEIVED
COUNTY & CITY SECTION
FEB - 8 1972
ENGR. COOR. OE AE UE
UPE CE NE RPE

FORMAL HEARING

BUTTON BRIDGE PROJECT

HOOD RIVER COUNTY

January 19, 1972

8:00 p.m.

Those present at this hearing were:

P. F. Bucklin, Chairman Hood River County Board of Commissioners
Jan Y. Kurahara, Hood River County Commissioner
Jerry Routson, Hood River County Commissioner
Clarence N. Amoth, Hood River County Commissioner
Bruno Hukari, Hood River County Commissioner
A. E. Almcrants, Hood River County Executive
Carlos Van Elsberg, Hood River County Director of Public Works
Robert H. Prange, Rural Engineer, County and City Division, Oregon State Highway Division
Ken Jernstedt, Oregon State Senator
Darl P. Scobee, Pine Grove Fire District
John J. Nelson, Hood River Sand and Gravel
Archie Lester, Lester Moving and Storage Company
Henry A. Hurlbut, Jr. Hood River County Chamber of Commerce
Harley Horn, Hanel Lumber Company
Dick Duckwall, Duckwall-Pooley Fruit Company
Mike McLucas, Port of Hood River
L. J. Gauvin, United Telephone Company
Mrs. Leila L. Crapper, Soroptimist Club of Hood River
Mrs. Rebeka L. Campbell, Soroptimist Club of Hood River
Floyd W. Marsh, Labor Union 1129, The Dalles, Oregon
Bruce A. Erickson, City of Hood River
Shirley Sprague, Hood River County Chamber of Commerce
David B. Carter, Federal Highway Administration, Salem, Oregon
J. S. Sawyer, The Dalles, Oregon
Stan Lutgen, Rt. 1, Box 663, White Salmon, Washington

A. E. AIMCRANTS, COUNTY EXECUTIVE:

This is the Corridor-Design Hearing for the FAS-C Projects, and here are the opening statements.

Ladies and gentlemen, the time is 8:00 p.m., Wednesday, January 19, 1972, which time has been set for the public hearing on the Button Bridge Section of Button County Road near the City of Hood River, Hood River County.

The proposed project will be constructed under the Fedral Aid Secondary Highway program. Since this route is a part of the local road portion of the Federal Aid Secondary Highway System, it is eligible for the expenditure of Federal Aid highway funds for its improvement. When a county has exercised its exclusive privilege to select projects on its Federal Aid System, it requests the approval of the State Highway Division and the Federal Highway Administration. The State proceeds with the survey, design and preparation of plans, specifications and estimates of cost. The county holds the required public hearings, acquires rights of way and is responsible for utility relocation. The role of the Federal Highway Administration is to approve, disapprove, or require modifications or revisions in the individual project proposals to conform to the provisions of the Oregon Secondary Road Plan as adopted by the State Highway Division in cooperation with the local road officials, and approved by FHWA. The Federal Highway Administration's approval of a proposal commits the Federal Government to pay its legal pro-rata share of the approved cost of the project when that project has been successfully constructed. The Federal Government's pro-rata share in the construction costs of the project is approximately 60 per cent with the remaining 40 per cent being shared by the State and County.

The Federal Highway Administration has put into effect a revised Policy and Procedure Memorandum 20-8 governing public hearings. This memorandum sets forth the rules under which we are conducting tonight's corridor-design hearing relating to this proposed Federal Aid Highway project. We are here to afford you the opportunity to express your opinions regarding the proposal, and to encourage your full and effective participation in the consideration of the proposed project.

Further, under Policy and Procedure Memorandum 20-8, you may make both oral and written statements, and in addition anyone, regardless of whether he has or has not made a statement tonight, will have an additional ten days to submit written comments which will be made a part of the record of this hearing. Such written comments should be mailed to the Hood River County Courthouse.

This hearing, including all statements and comments will be transcribed verbatim and sent to the State Highway Division for review. All testimony given at tonight's hearing will be evaluated to determine the socio-economic impact, the environmental effects, and the feasibility of the proposal.

We will follow a schedule in the conduct of this hearing: first, an engineering description of the proposal will be presented; next, an explanation of right-of-way procedures and relocation assistance will be given; then, everyone wishing to make a statement will be given the opportunity to do so.

So that you may know those of us at the front of the room, I will introduce the following people. You might say its not only the people in front, I think you should know who your legislators are, and to start at the top we'll say we have with us Ken Jernstedt, and then we have Percy Bucklin, the Chairman of the Board, and we have Jan Kurahara, wno is the vice-chairman of the Board. Then we have Clarence Amoth, a Commissioner, Bruno Hukari, a Commissioner, Jerry Routson, a Commissioner, Carlos Van Elsberg, Hood River County Director of Public Works, and then we have with us the person who is going to explain the major portions of the significant parts of the entire program, Robert H.Prange, who is the Rural Engineer of the City and County Section of the Oregon State Highway Division, working out of

Salem with the Department of Transportation

Actually the proposal will now be described by Bob Prang

BOB PRANGE:

The project consists of constructing a reinforced concrete box girder structure over the Union Pacific Railroad, 530 feet long, with a 36 foot roadway and a 5 foot sidewalk on the left (westerly) side; plus the construction of approximately 950 feet of roadway with two 12-foot travel lanes, 6-foot paved shoulders, and a 4-foot gravel foot path on the left (westerly) side.

The south end of the project begins at Station 1205+20 at the junction with the Mt. Hood Highway, Highway 26. The project then proceeds in a northerly direction with only minor deviations from the existing grade and alignment 1480 feet to Station 1220 near the East Hood River Interchange.

The State Highway Division will prepare the plans, call for bids, award the contract, and supervise the construction of the project. Hood River County will acquire all rights-of-way and easements, and will arrange for the adjustment of utilities.

The existing structure will be removed and disposed of as part of the project. Button Road will be closed to public travel for approximately ten months after the award of the contract. Signing, flagging and other measures for the temporary control and direction of traffic including one-way traffic control signals at each end of the Mt. Hood Highway Bridge over Hood River will be included in the project.

A. E. ALMGRANTS, COUNTY EXECUTIVE

Thank you Bob.

And the next phase we enter into is the right-of-way procedures which is required for the construction of a project.

Any property which is required for the construction of a project, such as the one being discussed tonight, will be appraised on the basis of"Market Value." Market Value is defined as the price a willing buyer would pay for property offered by a willing seller with neither party having any obligation to either buy or sell. To pay more than the Market Value of property would be unfair to the taxpayers who provide the monies for road improvements. To pay less than Market Value would be unfair to the property owner.

Also, a relocation study is made to determine the eligibility for relocation benefits due each property owner or tenant. Relocation benefits are not a part of Market Value but rather are in addition to the payment for the real property. The replacement housing policy for this project will be in conformance with United States Department of Transportstion under Number 5620.1. Copies of this order are available at this meeting.

The relocation benefits include:

(1) Relocation advisory assistance to all individuals, families, businesses, or farms displaced as a result of public improvements as well as adjacent property owners who suffer substantial economic damage resulting from right-of-way acquisitions.

(2) A moving payment for those individuals, businesses, farm and non-profit

organizations who are in occupancy on the first negotiating call for their actual and reasonable costs to move personal property up to 50 miles. As an alternative to actual costs of moving, an individual or a family living in a dwelling is eligible to receive a $200 dislocation allowance and a schedule move up to $300 depending on the number of rooms of furniture to be moved.

(3) Under certain conditions, displaced farms and businesses may be eligible for benefit payments in lieu of actual moving costs up to $10,000.

(4) For owner occupants of dwellings of more than 180 days prior to the start of negotiations, under certain conditions, an additional payment for the additional cost necessary to purchase a replacement house, to compensate the owner for increased interest costs in financing a replacement house, to reimburse the owner for indidental expenses to the purchase of a replacement housing, the combination of which may not exceed $15,000.

(5) For owners and renters of more than 90 days prior to the start of negotiations who prefer to rent, a rental replacement housing payment up to $4,000. may be made to allow the rental of a decent, safe and sanitary dwelling.

(6) For owner occupants of dwellings less than 180 days and more than 90 days and renter occupants of dwellings of more than 90 days prior to the start of negotiations who elect to purchase a decent, safe and sanitary house, an alternate benefit to apply on the down payment is available within certain monetary limits. An additional benefit is also available within certain monetary limits to defray the incidental costs necessary in the acquisition of the replacement property. The combination of these benefits may not exceed $4,000.

The Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the Federal Highway Administration operating procedures are very complicated and complex. The dollar figures, just quoted, are maximum figures. You are cautioned, benefits must be computed in accordance with these laws and regulations and on an individual basis. Usually, the benefits do not reach the maximum quoted.

The time required for right-of-way acquisition and relocation is estimated at one (1) month from date of authorization of the project. This will permit adequate appraisal and negotiation time and provide at least 90 days for relocation of the displaced person affected after notice of acquisition. In addition, no person or families will be displaced until they have been relocated to decent, safe and sanitary housing, obtained the right of possession of adequate replacement housing, or have been offered decent, safe and sanitary housing which is available for immediate occoupancy. No owner occupant will be required to move until either he has been paid for his property or the money has been deposited in the registry of the court.

It is estimated No individuals or families will need to be relocated for this particular project.

Alternate housing for this project is readily available. A search of the residential market reveals that an adequate number of dwellings are for sale by real estate brokers and private owners. Also, a search of the rental market reveals that an adequate number of single-family dwellings and dwelling units in multiple housing are available for rent. Newspapers in the area carry many

advertisements for sale and rent. Mobile home courts have vacancies available and mobile home dealers have large inventories of replacement dwellings. Further studies indicate this amount of housing can reasonably be expected to be more or less that indicated here during the foreseeable future.

The replacement dwellings mentioned are decent, safe and sanitary, functionally equivalent and substantially the same as those to be acquired; fair housing -- open to all persons regardless of race, color, religion, sex or national origin, in areas not less desirable than the dwelling to be acquired in regard to public utilities and public and commercial facilities, reasonably accessible to the relocatee's place of employment; adequate to accomodate the relocatee in an equal or better neighborhood; and within the financial means of the displaced family.

Should the persnn being relocated feel he is being unfairly treated, an appeal procedure is available whereby he can appeal in person before an established appeal board or he can make his appeal by letter.

Brochures explaining the acquisition and relocation program are available in this room. If you will be one of those involved in relocation or are interested, we ask that you take them with you to read.

The right-of-way program for this project will be under the superivision of Mr. Carlos Van Elsberg, whose office is located at 18th and May Streets, in Hood River, Oregon. The telephone number is 386-2616

Now for testimony, and this is where you come into the proceedings. At this time statements will be taken for or against the proposal, and I want to again assure

you that the entire proceedings of tonight's hearing are being recorded and will be reviewed and evaluated. Once again I would like to remind you that we will accept additional written comments for ten days after the close of the hearing. We ask you to confine your remarks to the relative merits of the proposal. Problems of personal concern may be discussed and perhaps resolved after the close of the hearing.

Now, at this time we're supposed to call either the elected officials or the legislators, County officials, City officials, heads of governmental agencies, Chamber of Commerce, utilities, corporations, and all interested parties that might have something to add.

We might say for the sake of the record we did receive a letter from the City of Hood River. This is from Mayor William D. Pattison, and I imagine it might be appropriate to read this because it is pertinent to the subject at hand. This is addressed to the Hood River County Board of Commissioners; subject Button Bridge Section of Button Road.

Gentlemen:

The City of Hood River has received notice of hearing on the above proposed project and has considered the impact of this project on the city of Hood River and surrounding area.

We feel that the bridge as it now exists in a very hazardous structure and needs replacing as soon as possible. The route across this bridge is a very convenient one for trucks connecting to the interstate freeway and the east side and upper Hood River Valley. Unless this route is kept open it will be necessary for all

traffic from Highway 1-80 going to Mt. Hood to pass thru the center of Hood River, either by the West Cascade approach or the 2nd Street overpass. This is certainly not a desirable route, especially for trucks. This route would force traffic over the old Hood River bridge which is a very narrow and dangerous bridge and truck traffic, in particular, should be discouraged from using this bridge.

The City of Hood River strongly supports the improvement of the Button Bridge and feels that work should proceed as soon as possible. The reconstruction of this bridge will be of real benefit to Hood River County.

Now we have received a number of cards here that many of you have filled out and many of you have already exercised the option that you did not have anything to present at the hearing; however we did receive some cardsthat indicated "yes" so I guess we'll proceed to call on them. First we have John Nelson. He is with the Hood River Sand and Gravel. John. Will you come up here so that we have it on the record. This is the important part, the rest of it we have documented.

JOHN NELSON:

John Nelson, from Hood River Sand and Gravel,and we are real interested in this bridge because we run an awful lot of traffic over there. At times we have had up to 200 trips in a day over the bridge and tonnage wise we run between three to four thousand tons a day at times. And I'm real interested in the turn below the bridge where you come off of 80-N, and it is impossible for 40 foot semi's to come from Portland and make that turn coming up onto Button Bridge and stay on their own side of the center line; it can't be done so it is a dangerous curve and would like to see something done about it. Otherwise I think the bridge is going to

be a wonderful deal, but that I would like to see taken care of. Make a wider turn down there.

KO E. ALMCRANTS, COUNTY EXECUTIVE:

Thank you Mr. Nelson

Arch Lester

ARCH LESTER:

I'm Archie Lester, Lester Moving and Storage, Incorporated.

I am all in favor of the replacement of the Button Bridge, and contend that it definitely needs to be rebuilt. I would also like to call the State Highway Department's attention to the proposal to provide one way traffic lights on the bridge during construction. This would be the first time in the bridge's approximately 50 years of history that one way lights have had to be put upon it. The trucks that will travel over that bridge are not one inch wider than they were when the bridge was originally put. My proposal would be to widen by removing the last thirty oor forty feet between concrete abutment on the northwest corner of the bridge, and installing a steel guard rail for the safety part. This will give an adequate turn system for the truck and traffic that travels over there. At the present time it is impossible for a long semi to stay on its own side of the yellow line going on and off of that bridge. The same thing is true on the east end of the bridge; that can be accomplished by widening the turn to further east side of the roadway. A few years ago part of the roadway was removed, the imbankment was removed, down almost to the point where it would have been an advantage moving on or off that bridge. If

that was extended on down to widen the corner it would be very helpful. Thank you

A. E. AIMCRANTS, COUNTY EXECUTIVE:

Thank you Mr. Lester. We have also a card here that Dale Scobee would like to present some information.

DALE SCOBEE;

Dale Scobee, representing the Pine Grove Fire District. I am in accord with Arch Lester's comments on the bridge. Being the large percentage of traffic as far as trucks go that go across the bridge are piggy-back trailers that have to cross the bridge to go down to the railroad tracks to load. I am very much in accord with his idea with widening both ends, both approaches to that bridge, and by doing this I don't believe you would have to put in a one way stop light on either end of the bridge. You could have free flow traffic for the ten month period that your repairing this other bridge

A. E. AIMCRANTS, COUNTY EXECUTIVE:

Thank You Mr. Scobee. I see Hank Hurlbut of the Chamber of Commerce came in late and I would like to ask him to please fill out a card for the record. And, also maybe you have some comments to make in behalf of the Chamber of Commerce?

HENRY HURLBUT, EX-OFFICIO, CHAMBER OF COMMERCE:

I'm Henry Hurlbut, Ex-Officio of the Chamber of Commerce. We voted last, our Board of Directors voted a week ago this past Wednesday, to recommend that this

Button Bridge be replaced in accordance with the plans. We feel that without it it would be a bit hazardous; or a tremendous hazard to the town and a very large imposition of asking all the traffic to go through Hood River to get up on Highway 35. Well, in essence what we feel is very similar to the exact words that were put out by the City of Hood River in its letter. It would be a very excellent project and should be accomplished. That is our opinion.

A. E. AIMCRANTS, COUNTY EXECUTIVE:

Thank you Mr. Hurlbut.

I think it would be appropriate, at least we should ask Senator Jernstedt for a comment if he would care to because I think it shows a real interest in the community that he took the time to attend this hearing. Of course, Senator Jernstedt has had a lot to do with this all along and it is only through a lot of his effort that this replacement of Button Bridge will become a reality.

Senator Jernstedt.

SENATOR KENNETH JERNSTEDT:

Thanks Al. I think you read enough to make up for most people's statements tonight anyway, but I would like to add my comments and state that it would certainly be an improvement for the community to correct that bridge. The only other way would be to direct the traffic through the town and it doesn't take too many brains to see that then something would have to be done to the Hood River Bridge. Of course it might have to be done anyway some day, but I am gratified to see that this project

has come along as far as it has and I certainly hope that it goes full speed ahead. It will certainly be a big improvement for the community.

A. E. ALMCRANTS, COUNTY EXECUTIVE:

Thank you Senator

I think in behalf of the Board of Commissoners maybe Chairman Bucklin would like to say something. I know along the way, I mean, they will have to deliberate all of the comments that were submitted tonight and ultimately they will have to make a decision, probably on Februrary 2nd, but I'm not supposed to editoralize

Chairman Bucklin

P. F. BUCKLIN, CHAIRMAN OF THE HOOD RIVER COUNTY BOARD OF COMMISSIONERS:

I'm Percy Bucklin, Chairman of the Hood River County Board of Commissioners. This bridge has been one of our big problems for a number of years. It is dangerous. We have had many near accidents there; none fatal thank goodness, and it can't continue to be maintained. It's in the position now where it will have to be replaced or the road done away with, and by all means as far as the Commissioners are concerned the only thing that we can say is that we just hope this bridge can be replaced just as soon as possible. It should be done before our heavy hauling starts this fall by all means. John Nelson said, and these shippers I think will back it up ,there is a terrible lot of heavy hauling goes over this bridge, and the quicker it can be done the better. Thank you.

A. E. ALMCRANTS, COUNTY EXECUTIVE:

I notice some of these other people here said they did not wish to make a statement for the benefit of this hearing; however they did take the liberty to indicate some comments on the back of the card, and I think it would be appropriate if we were to collect their statements in the proceedings.

One of them is from L. J. Gauvin, United Telephone Company and he asks that please furnish us with a set of plans and transcript of the hearing for their enlightenment and study, so presumably could come back with a recommendation within the ten day period.

We have a letter here from Mike McLucas who said he didn't have to make a statement but I think that was only because he had to attend another meeting. He did state on the back of the card, he says "he would endorse the Button Bridge proposal as outlined and hoped that design criteria could minimize the effects of the present severe icing conditions common to the existing structure." He says he sincerely hopes immediate attention can also be directed to the Hood River Bridge, which structure is acknowledged as both inadequate and unsafe."

Dick Duckwall, he states on the back that they feel --- what did you say here. Do you support the project and if you have a comment.

DICK DUCKWALL:

What's the matter, can't you read my writing.

A. E. ALMCRANTS, COUNTY EXECUTIVE:

No.

DICK DUCKWALL:

Well, representing one of the shippers of the Valley, the large concentration of fruit shipping is now in the, out in the Valley, and most of the fruit shipping centers out there where much of it had been in the past in the City of Hood River, and some years past much of the fruit went out of the Valley by rail, but now it is estimated about 75% of all the fruit produced in Hood River County is now shipped out by truck. Our own company alone ships out during the shipping season somewhere about a thousand truck loads, and in addition to this large amounts of supplies come into the Valley by truck. So I'm very pleased that this project is in the offing and it looks like it is going to get under way within a very short time. Thank you.

A. E. ALMGRANTS, COUNTY EXECUTIVE:

Thank you Dick. Also, Harley Horn in behalf of the Hanel Lumber Company states that they will submit a written statement. This gives me the opportunity to once again state that all of you have this opportunity. We solicit your comments. We are delighted that you took the interest to appear here tonight to give us the benefit of your thinking, and if you didn't add anything verbally or in writing, well thanks a lot for your support, but I think before we close we might ask you once again to consider making a remark, and give you this last opportunity to submit anything for the benefit of the Board of Commissioners and the State Highway Department and their personnel. Does anyone else have anything else to add for the record? Any of the Commission? Mr. Prang do you have anything else? I guess

then we will declare the meeting closed at 8:30 p.m.

Thank you all for coming. If there is any other question. Bob is still here and will stay here until the questions are answered. There are some hand-out's over here if you want to take something along to read.

Letters received: City of Hood River, January 17, 1972
Hanel Lumber Co., Inc., January 26, 1972
Hood River County Chamber of Commerce, January 27, 1972
Lester-Mayflower, Inc., January 25, 1972
Carlos VanElsberg, Hood River County Director of Public Works, Jan. 28, 1972

Verbatim copy transcribed by

Donna M. Sherwood
Executive Secretary

HOOD RIVER COUNTY CHAMBER OF COMMERCE

MT. HOOD, LOST LAKE, THE HOOD RIVER VALLEY
THE SPORTSMAN'S PARADISE

HOME OF THE FAMOUS HOOD RIVER FRUIT
APPLES, PEARS, CHERRIES, STRAWBERRIES

An Ideal Place To Work and Live

Telephone 386-2000
HOOD RIVER, OREGON

January 27, 1972

To Whom It May Concern:

The Hood River County Chamber of Commerce wishes to take this opportunity to lend our support to the replacement of the U.P.R.R. Crossing (Button) Bridge section of Button Road.

The Button Bridge has long been in need of major repair or replacement. Because of the contour of the curved structure and the fact that it is very narrow, the use of this bridge as a main highway has been unsafe.

Button Road, which provides easy and fast access between 80N and Hwy.#35 is important to the valley, especially the Pine Grove and Odell areas, for convenient transportation of fruit and fruit products by truck, to the Interstate Highway. This connection is also most improtant to tourist and recreation enthusiasts for speedy access to Mt. Hood ski areas, parks and camping facilities, of which Hood River County boasts some of the finest. Tourism and recreation are important industries in Hood River County and safer, more convenient highways are essential to build this industry.

Of great concern to the Chamber of Commerce also is the cement bridge crossing the Hood River on old Hwy. #30. At the formal hearing of January 19th, Mr. Arch Lester made a suggestion for widening the west end of the bridge so as to give more clearance for truck traffic. During the time Button Bridge will be under construction the Hood River Bridge will be used regularly by trucks with vans and trailers. This improvement to the bridge will cut down on the risks created by the heavy traffic increase. We urge that this suggestion be given serious consideration.

Very truly yours,

Charles L. Miller
President
Charles L. Miller
HOOD RIVER COUNTY CHAMBER OF COMMERCE

CLM:ss

DEPARTMENT OF PUBLIC WORKS
CARLOS VAN ELSBERG, DIRECTOR
P. O. BOX 457
HOOD RIVER, OREGON 97031
PHONE 386-3616

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
JAN Y. KURAHARA, VICE CHAIRMAN
JERRY ROUTSON
CLARENCE N. AMOTH
BRUNO HUKARI

HOOD RIVER, OREGON

January 28, 1972

Oregon State Highway Division
County and City Division
Highway Building
Salem, Oregon 97310

Attention: Mr. H. S. Cox

Dear Mr. Cox:

Attached you will find the following regarding U.P.P.R. Overcrossing (Button) Bridge Section FAS 349:

1. Copy of affidavit of publication by the Hood River News.

2. Copy of the County's Environmental Statement of Negative Declaration.

3. A typewritten transcript of the hearing and additional statements.

In addition to the above I might also state at this time that the County has considered the social, environmental and economic effects of the project and that the County finds the project compatible to the land use in the area and to its' planned arterial system.

In addition to the formal hearing that was held at 8:00 P.M. on January 19, 1972 I attended a regular Planning Commission meeting on January 4, 1972 in order to discuss the proposed replacement of Button Bridge with the Planning Commission members and staff. The County, at that time, received their blessings and approval of the proposed project. In addition to the meeting with the Planning Commission there was also an informal hearing held previous to the formal hearing on the evening of January 19, 1972. This was held from 7:00 P.M. to 8:00 P.M. At this hearing there were many citizens present and I feel that all questions that were asked of and about the project were answered to their satisfaction.

I would at this time like to bring your attention to the project itself and ask you and the State Highway Department to take the following things into consideration.

1. At Station 1211+50 the right of way on the South side of the project extends into a building which is used as the office of the B. & D. Paving Company. This I feel must be adjusted because since it is the County's duty to buy all necessary right of way and structures on the proposed right of way, should the County be put into the position of being responsible for the acquisition of this building we could not at this time participate in the project because of the lack of funds that would be necessary for the purchase of this building.

2. In my opinion there is not enough foot traffic across this structure or along the proposed road reconstruction that the construction of the four (4) foot gravel footpath is of a necessity. I feel that this footpath could be deleted from the project and since the proposed road reconstruction now calls for two (2) twelve (12) foot travel lanes with a six (6) foot paved shoulder on either side, the shoulder would then be adequate for any pedestrian that might find it necessary to walk along this road. If you feel that a paved shoulder of six (6) feet would be inadequate for this purpose possibly the addition of another two (2) feet might suffice. This would then make the shoulders paved to an eight (8) foot width. The deletion of this four (4) foot gravel walkway could also possibly result in the narrowing of the right of way thus avoiding the aforementioned building which now lies within it.

I would also like at this time to bring your attention to the borrow ditch on the proposed drawing and make note of the fact that from my observations of the area when there has been a considerable amount of rainfall that addition of the borrow ditch along the edge of either side in my opinion is unnecessary. Also with the addition of this borrow ditch it makes it necessary for the installation of adequate drainage structures under the driveways. This in my opinion would be an unnecessary expense.

Therefore to sum up what I have said above it comes down to this. The building now occupied by B. & D. Paving must be deleted or avoided with the right of way. The inclusion of the four (4) foot gravel path and borrow ditches on either side of the road are unnecessary in my opinion and should be deleted. With the deletion of the borrow ditch on either side of the roadway the approaches at 11, 12, 13 and 14 will then become unnecessary.

Please feel free to contact me should there be any questions on any part of the above or in any other way that you feel that I might be of service to you.

Yours truly,

Carlos Van Elsberg

Carlos Van Elsberg,
Director

CVE:mw

encl.

L. STERLING HANEL, President

Area Code 503
354-3677

HANEL LUMBER CO., INC.

LUMBER MANUFACTURERS

ROUTE 1, BOX 850
HOOD RIVER, OREGON
97031

January 26, 1972

Hood River County Commissioners
Court House
Hood River, Oregon

Re: Bitton Bridge

Dear Sirs:

We are in favor of the building of this bridge.

We haul an average of 7 or 8 loads of chips and sawdust per day over this bridge. Some days wehaul as high as 12 loads. In addition, we get logs from Washington and ship as high as 6 truck loads of lumber per day.

Our main concern is in having to haul this volume through Hood River for 10 months of the year. If some means can be found to make the Hood River Bridge two way, rather than the one way as proposed, it would help the congestion we are sure to have.

Respectfully,

Hanel Lumber Co., Inc.

Harley E. Horn

Harley Horn

LESTER—MAYFLOWER

Lester Moving & Storage Co INC.
West Colu 2640 Cascade Street
Hood River, Oregon 9[illegible]

[illegible], Oregon

Oregon State Highway Dept.
Salem,Oregon 97310

Dear Sirs:

This letter is being written to clear[illegible] the public hearing that was held 1/19[illegible]. [illegible] support your departments take over and [illegible] bridge. It should have been done by the Fed.State level when the freeway was [illegible] built.Which would have been on the 90/10% ratio.

My main concern is your proposal to install a one way light system on the old Hood River bridge. This will cause more problems than it will solve through delay and backed up traffic. I handle 40'semi-trailers for Union Pacific Railroad (piggyback) and generally have too tight schedule to set and wait for periodic one way lights. If there was no other way; it would have to be; However,please consider,at the west end of the bridge,shear,the last30'or40' of theN.W. concrete guard rail and replace it with a steel guard rail.This will give a full two feet more needed space to enter or leave the bridge.
The solution is also simple at the east end. Just continue the widening on the east side of the roadway between the Y-Inn intersection and the bridge. I'm sure there is enough right away by Harry English's house to allow the roadway to be widened enough at the approach to comliment the large semi's.

On Nov. 6/70 my driver turned over a 40'trailer fully loaded with fresh pears,on its right side into the old destillery exit. As he came off thewest end, at about 25mph., he had to cut back to his own lane,which leaned the trailer to the left,then in straightening into his own lane, the swing-over-center together with the abnormal super on the north side caused the trailer to spill on its side into destillery driveway. I term it 75% driver error;however had he had the extra width on the end of the bridge or a lessor super,it wouldn't have cost my insurance Co. and this company $6000. This is far ~~[illegible]~~ more than the cost of widening that end of the bridge. The proposal would be a permanent solution instead of a temporary stop-gap proceedure.

Trucks are no wider now than when I started driving them forty five years ago. We meet and passed on the same bridge continuously. The problem is that our present equipment is almost twice as long,this added lengths complicates the turning radius only. We can slove this at a very nominal cost and I'll gamble you can use the east end excess material as fill on the new Button Bridge,even though it has to be handled twice.

Yours truly

AGENT AERO MAYFLOWER TRANSIT CO WORLD WIDE FURNITURE [illegible]

CITY OF HOOD RIVER

P. O. BOX 27

HOOD RIVER, OREGON
January 17, 1972

Hood River County Board of Commissioners
Hood River County
Hood River, Oregon 97031

Re: U.P.R.R. Crossing (Button) Bridge Section
of Button Road

Gentlemen:

The City of Hood River has received notice of hearing on the above proposed project and has considered the impact of this project on the city of Hood River and surrounding area.

We feel that the bridge as it now exists is a very hazardous structure and needs replacing as soon as possible. The route across this bridge is a very convenient one for trucks connecting to the interstate freeway and the east side and upper Hood River valley. Unless this route is kept open it will be necessary for all traffic from Highway I-80 N going to Mt. Hood to pass thru the center of Hood River, either by the West Cascade approach or the 2nd Street overpass. This is certainly not a desirable route, especially for trucks. This route would force traffic over the old Hood River bridge which is a very narrow and dangerous bridge and truck traffic, in particular, should be discouraged from using this bridge.

The City of Hood River strongly supports the improvement of the Button Bridge and feels that work should proceed as soon as possible. The reconstruction of this bridge will be of real benefit to Hood River County.

Very truly yours,

William D. Pattison

William D. Pattison
Mayor, City of Hood River

WDP/vb

Nature's Purest Water . . . Always Ice Cold

DEPARTMENT OF PUBLIC WORKS
CARLOS VAN ELSBERG, DIRECTOR
P. O. BOX 457
HOOD RIVER, OREGON 97031
PHONE 386-2414

RECEIVED
COUNTY & CITY SECTION
DEC 13 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
JAN Y. KURAHARA, VICE CHAIRMAN
JERRY ROUTSON
CLARENCE N. AMOTH
BRUNO HUKARI

HOOD RIVER, OREGON

December 3, 1971

SUBJECT: Button Bridge Overcrossing
Button Road, FAS 349, Hood
River County

ENVIRONMENTAL STATEMENT

This negative declaration is preceding our location and design approval request for this FAS-C project.

LOCATION AND DESCRIPTION OF PROJECT — The proposed project is on Button Road located approximately one half mile East of the City of Hood River.

The proposed project is to replace the existing structure with a reinforced concrete structure 530 feet long and 36 feet wide; and constructing approximately 850 feet of roadway consisting of two 12 foot travel lanes with six foot paved shoulders, on the existing alignment. The construction of this project will be performed by contract. Hood River County will acquire the needed right of way.

PURPOSE OF PROJECT — The purpose of the project is to replace the existing wooden structure which was constructed in 1938 and reconstruct the present adjacent roadway as outlined above.

The proposed construction will be built on the present alignment with only small changes which will require the purchase of only minimal additional right of way.

DISCUSSION OF ENVIRONMENTAL IMPACTS — Button Road is an important arterial. It serves as an important link between State Highway 35 and Interstate Highway 80 North. It also serves as a farm to market, mail and transportation route for a variety of products such as lumber, rock and construction products. By the replacement of the existing facility motorist safety will be significantly improved.

The project will require the acquistion of a minimal amount of right of way, however the property to be acquired is not suitable for agriculture and other development is unlikely.

All necessary precautions will be taken during construction of the project so there will be a very minimal, if any, detrimental impact on the natural environment.

There are no recreational facilities or wildlife nesting or feeding grounds which will be affected by the project.

Some inconvenience to the road user will occur during the construction; however, an alternate route is available and all necessary protection for the traveling public will be provided.

A public hearing is being provided by the Hood River County Board of Commissioners at 8:00 P.M., January 19, 1972 in the Circuit Court Room in the Hood River County Courthouse, Hood River, Oregon.

BASIS FOR NEGATIVE DECLARATION

The proposed project is an important element in the planned reconstruction and development of the Hood River County Road System. The benefits of the finished project will outweigh any temporary inconveniences to the road users, and any detrimental effects to the local environment will be negligible; therefore, approval of this negative declaration is justified.

Respectfully submitted,

Carlos Van Elsberg

Carlos Van Elsberg,
Director

CVE:mw

Copy of Notice to be pasted here:

Legal Notices

ROAD HEARING NOTICE

Hood River County will conduct a formal corridor-design public hearing on January 19, 1972, at 8:00 P.M. in the Circuit Courtroom Hood River County Courthouse preceded by an informal information hearing at 7:00 P.M. at this same date and place, for the purpose of discussing the improvement construction of the U.P.R.R. Crossing (Button) Bridge Section of Button Road. The proposed project lies near the City of Hood River (On East Side), Hood River County, Oregon.

The proposal consists of constructing a reinforced concrete bridge 36 feet wide and 530 feet long; and constructing approximately 850 feet of roadway consisting of two 12-foot travel lanes with 6 foot paved shoulders.

Maps and other drawings showing the proposed location and geometric design will be displayed at the public hearing and, together with any other information about the proposed project, will be available for inspection and copying.

Tentative schedules for right of way acquisition and construction will be discussed, and information concerning the Relocation Assistance Program will be available.

A statement regarding the environmental effects this proposed project will have on the area will be available at the hearing for review and information, and is now available at the County Courthouse.

All interested citizens are invited to attend this public hearing. Written statements and other exhibits may be submitted to the office of the County Executive in the Hood River County Courthouse but must be received not later than 10 days after the public hearing.

50 & 2, 2t

Affidavit of Publication

STATE OF OREGON
COUNTY OF HOOD RIVER } ss.

I, Carol VanRas

being first duly sworn, depose and say that I am the Secretary of THE HOOD RIVER NEWS, a newspaper of general circulation printed and published at Hood River in the aforesaid county and state, as defined by ORS 193.010 and 193.020; and

that ROAD HEARING NOTICE - Button Road

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for two

successive and consecutive weeks in the following issues:

1971
December 16/and January 13, 1972

Subscribed and sworn to before me this 18th day of January, 1972.

Notary Public for Oregon

(My Commission Expires June 3, 1973)

RECEIVED
COUNTY & CITY SECTION
DEC 13 1971
☐ ENGR. ☑ C.O.R. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Hood River News

Attention: Classisfied Ads Department

Gentlemen: Attached is Hood River County's notice to interested parties in or near the City of Hood River.

Hood River County, Oregon, relative to its proposal for the U.P.R.R. Crossing (Button) Bridge Section of Button Bridge. The proposed routing is approximately as shown shaded on the attached map.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on 12-16-71, _____, 19___, and Week before hearing 1-13, 19 72. Please submit your billing in triplicate to Hood River County, Department of Public Works and attach one copy of an affidavit of publication for each date of publication.

This notice will be of interest to those who are affected by the plan, some of whom may not read your classified columns. It would be appreciated, therefore, if you will print a news item in the proper place in your newspaper advising where the official notice may be read.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you.

Very truly yours,

Carlos Van Elsberg

Carlos Van Elsberg,
Director
Department of Public Works
P.O.Box 457
Hood River, Oregon 97031

Attention: Notice - Map -

cc:
County & City Section

ROAD HEARING NOTICE

Hood River County will conduct a formal corridor-design public hearing on January 19, 19 72, at 8:00 P.M. in the Circuit Courtroom Hood River County Courthouse, preceded by an informal information hearing at 7:00 P.M. at this same date and place, for the purpose of discusing the improvement/construction of the U.P.R.R. Crossing (Button) Bridge Section of Button Road

The proposed project lies near the City of Hood River (on East Side), Hood River County, Oregon.

The proposal consists of constructing a reinforced concrete bridge 36-feet wide and 530 feet long; and constructing approximately 850 feet of roadway consisting of two 12-foot travel lanes with 6 foot paved shoulders

Maps and other drawings showing the proposed location and geometric design will be displayed at the public hearing and, together with any other information about the proposed project, will be available for inspection and copying.

Tentative schedules for right of way acquisition and construction will be discussed; and information concerning the Relocation Assistance Program will be available.

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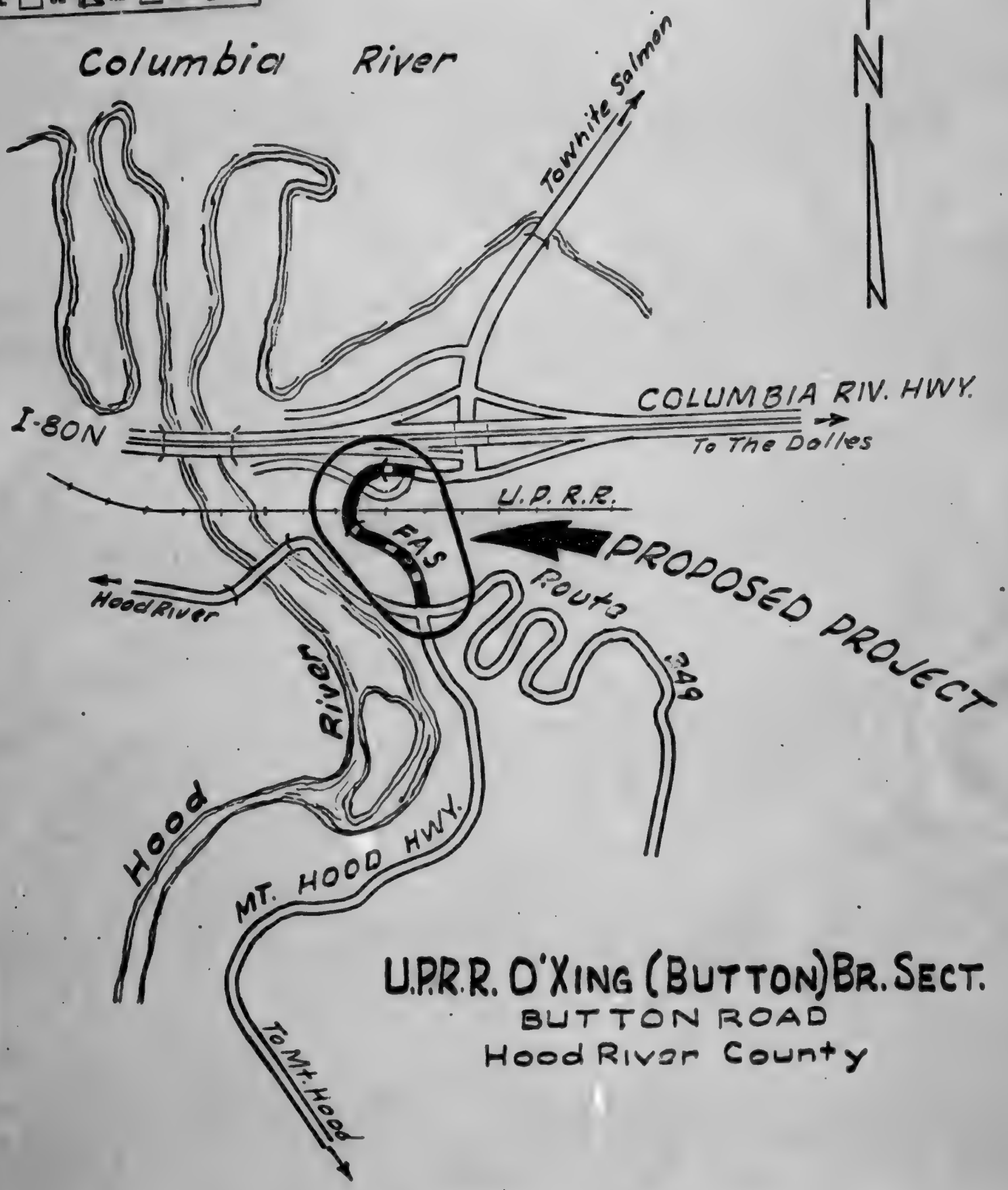
All interested citizens are invited to attend this public hearing. Written statements and other exhibits may be submitted to the office of the County Executive in the Hood River County Courthouse, but must be received not later than 10 days after the public hearing.

RECEIVED
COUNTY & CITY SECTION
DEC 13 1971
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

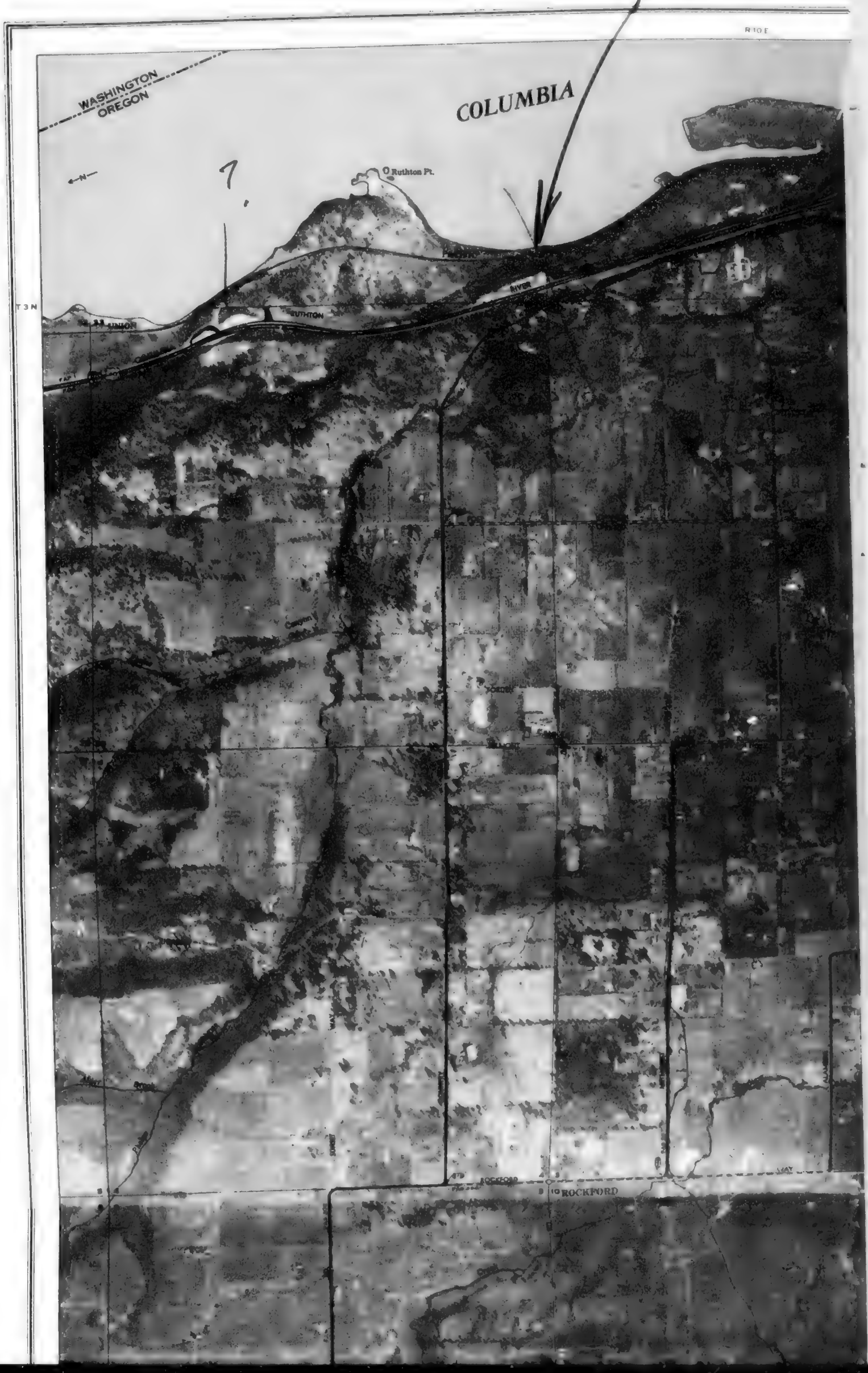


U.P.R.R. O'XING (BUTTON) BR. SECT.

BUTTON ROAD

Hood River County

Frontage Xchange.!



T2N
R10E

Rd

?

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SCALE OF 1500 FEET
1500
3000 Feet

SEMI-CONTROLLED PHOTO MAP FROM MARCH 1966 AERIAL PHOTOGRAPHY

HOOD RIVER AND VICINITY

1966

SUPPLEMENTAL SHEET A OF 1 MAP SHEET AND 4 SUPPLEMENTAL SHEETS

SHEET A

GENERAL HIGHWAY MAP HOOD RIVER COUNTY OREGON 14

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURRAM, JR.
DEPUTY ATTORNEY GENERAL

RECEIVED
FEB 16 1972
FOR FILING

7895

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

February 15, 1972

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KER ROBERTS
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Mr. Diarmuid F. O'Scannlain
Public Utility Commissioner
200 Public Service Bldg.
Salem, Oregon 97310

Attention: Don Haakenson, Supervisor
Transportation Services

RE: Button Bridge Overcrossing Project
PUC 319

Dear Mr. Haakenson:

Enclosed, please find an original and five copies of an application for an overcrossing structure in Hood River County.

This project is set for contract letting on March 30th and your assistance in obtaining an order by that time will be greatly appreciated. As far as I know, all of the engineering technicalities have been worked out with the railroad and there should be no problem in that area.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:mjg
Enclosures

cc: Tom Edwards
F. B. Klaboe
Walter J. Hart
J. F. Putnam
F. D. Morgan
T. W. Litchfield

NOTED
TOM EDWARDS

RECEIVED
FEB 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

PUX 819

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the tracks and right-of-way of the OREGON, WASHINGTON RAILROAD & NAVIGATION CO., UNION PACIFIC RAILROAD COMPANY, lessee known as the BUTTON BRIDGE OVERCROSSING PROJECT in the SE 1/4 of the SE 1/4 of Section 25, T. 3N., R. 10E) W.M., in Hood River County, Oregon.	APPLICATION NO._____

Comes now the State Highway Commission and files its Application in the above entitled matter.

The applicant herein respectfully represents:

I.

That the name and address of your applicant is State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II.

That this application is made under the authority of ORS 366.205, ORS 763.040 and ORS 763.050.

III.

That for the proper service, safety and convenience of the traveling public, applicant proposes to realign a section of Federal-Aid Secondary Highway No. 349, in Hood River County. Said construction necessitates the replacement of the existing overcrossing structure on a slightly new alignment. The new alignment over

the railroad and tracks of the Union Pacific Railroad Company will be as shown on Drawing Nos. 27623 and 27707, prepared by applicant. These drawings are attached hereto and by this reference made a part hereof. The proposed structure constitutes the reconstruction of an existing structure and no grade crossing will be eliminated. Since the railroad will not benefit from the crossing no participation in the costs of said structure is requested from the railroad.

IV.

Because of the location of this crossing and the contour of the land in the area, an overcrossing structure is the only practical means of crossing the railroad track.

V.

That upon completion of the estimated annual average daily traffic on the overcrossing will be 1,500 vehicles with an anticipated increase to 2,700 vehicles per day in 1990. The railroad movements average 14 freight trains daily at a maximum speed of 30 miles per hour.

VI.

The structure will be 530 feet long measured between the center lines of the end bents and will consist of seven reinforced concrete box girder spans (69 ft., 73 ft., 88 ft., 88 ft., 88ft., 73 ft., 51 ft.). The roadway width will be 36'-0" between parapets. This will provide two 12-ft lanes and two 6-ft shoulders. A 5-ft wide (clear width) sidewalk will be provided outside of the westerly parapet rail which separates vehicular traffic from the pedestrian traffic. The pedestrian handrail will be provided on

the outer edge of the sidewalk. The structure is located on a 22° horizontal curve and on a 280-ft vertical curve. The vertical curve connects to grades which are ascending in a southerly direction. One grade is 6.5395 percent and the other is 3.2637 percent. The point of intersections of the two grades is Highway Center line Station "BB" 1213+40 at an elevation of 132.59. The center line of the highway intersects the center line of the U.P.R.R. main line at Highway Station "BB" 1213+52.75 POC = Railroad Station "RR" 1273+08.3 POT. The angle of intersection between the two center lines is 95° 02' 24" and is located in the southeast quadrant.

VII.

The following parties are affected by the proposed crossing. The Oregon, Washington Railroad & Navigation Co., Union Pacific Railroad Company and Hood River County.

VIII.

That the applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed overcrossing structure, including approaches thereto and supervise the construction thereof.

(b) Utilizing State and Federal funds, finance the construction of said project, including reimbursement to the railroad for its costs incurred in connection therewith, with accounting practices to be followed and reimbursement made as provided in

Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3, issued October 26, 1971 and amendments and supplements thereto.

(c) Upon completion of the project, applicant will maintain the structure and all highway appurtenances thereto.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursements by applicant under Federal regulations as set forth in paragraph (b) under THINGS TO BE DONE BY APPLICANT, furnish such preliminary engineering, engineering inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of the project.

(b) Remove and protect the signal and communication lines during this same period and replace in final location under the structure upon completion of construction.

(c) At its own expense, maintain the railroad tracks with their appurtenances and facilities.

IX.

That during construction clearance will be impaired to 21 ft. 6 in. vertical.

X.

That at all times after construction vertical and horizontal clearances will exceed the minimum standards set forth in the Public Utility Commissioner's Rules.

XI.

That the proposed project is located in the SE 1/4 of the SE 1/4 of Section 25, T. 3N., R. 10E., in Hood River County.

WHEREFORE applicant prays for an order authorizing said construction and allocation of costs thereof, in accordance therewith and for such other order or orders as may be proper in the premises.

DATED at Salem, Oregon, this 3rd day of February 1972.

STATE OF OREGON, by and through
Its State Highway Commission

L. I. Lindas
Assistant Attorney General and Counsel
for the State Highway Commission

By Jack L. Sollis
JACK L. SOLLIS
Assistant Attorney General

STATE OF OREGON)
) ss.
County of Marion)

I, Walter J. Hart, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing application is true as I verily believe.

Walter J. Hart
WALTER J. HART

Subscribed and sworn to before me this 3rd day of February, 1972.

Jack L. Sollis
Notary Public for Oregon
My Commission Expires: 12-18-72

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

JACK L. SOLLIS
Assistant Attorney General

RECEIVED
FEB 14 1972
FOR FILING

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

7895

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

P.O. Box 8979
PORTLAND, OREGON 97208

February 3, 1972

Routing

Kessey — RECEIVED — Pease
Bond — Glenn
Walker — FEB 8 1972 — Litchfield
Johnson — CONSTRUCTION SECTION — Berg

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Mr. T. W. Litchfield
Railroad and Utility Engineer

Re: PUC and Vicinity Maps
Button Bridge Section
FAS 349
Hood River County

NOTED
A. E. JOHNSON

Dear Sir:

Attached herewith is one copy each of the State's Bridge Drawing No. 27623 and No. 27707, the Vicinity Map and Plan and Elevation Drawings for reconstruction of the existing highway overcrossing over our main line track and right of way at MP 63.54, Hood River, Oregon. These drawings, which were furnished with your letter of December 22, 1971, have been approved on behalf of our Chief Engineer, subject to the top of footing for Bent #4 being placed a minimum of 5 ft. 6 in. below base of rail, as noted in red on your Drawing No. 27707. It has been indicated in telephone conversations between your Design Section and this office that the top of Bent #4 will be established at elevation 90, while the elevation at base of rail is approximately 100. If this is true then it would appear that no adjustment in your footing elevation will be required.

To accomodate construction of Bent #4 footings we propose to remove and replace approximately 45 ft. of the existing spur track serving Standard Oil Company. Other work by this company will include rearrangement of the joint Signal-Communications pole line on the northerly side of our right of way, engineering, flagging and other protective services which may be required. Our records indicate that a 3/4 in. underground water line serving Standard Oil Company existed at one time immediately west of the existing highway structure. This water line may possibly still be in service and if so would probably conflict with the footings for Bent #4.

Please furnish detailed structural drawings for the proposed structure when available.

Very truly yours,

R B Hardin

R. B. Hardin
Superintendent

cc: Robt. Ellison w/plans
R.E. Simpson
A.E. Johnson
~~Walt Hart~~
L.H. Young
J.F. Putnam
Res. Engr.
F.W. Sayre

RECEIVED
FEB 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FAS 349
Hood R Co

OREGON STATE HIGHWAY DIVISION

East Salem Highway Building.....Salem, OR...97310

January 25, 1972

RECEIVED
COUNTY & CITY SECTION
JAN 25 1972
ENGR. Const. AE UE
UPE CE RE RPE

Carlos Van Elsberg
Director of Public Works
Hood River County
P O Box 457
Hood River, OR 97031

Dear Mr. Van Elsberg:

Utility Conflicts
UPRR Overcrossing
Hood River (Button) Bridge Section
FAS 349 Hood River County

Enclosed is a print of the plan and profile of the above named section upon which is shown the conflicts of the following:

1. Northwest Natural Gas Company
2. United Telephone Company of the Northwest
3. Pacific Power and Light Company
4. A Privately (3 Party) Owned Water Line

Also included is a list of each of the company's facilities that conflict with the proposed construction.

We are informed by our County-City section that it is the obligation of Hood River County to require the necessary adjustments be made.

Please take the necessary action to get the adjustments made.

cc J. F. Putnam
H. S. Cox
J. S. Sawyer
R. S. Hawkins
T. W. Litchfield

J. F. Putnam
REGIONAL ENGINEER
by
Fred Sughet
Fred Sughet
REGIONAL UTILITY ENGINEER

Outgoing

FAS 349 Hood R. Co.

FAS 349/Hwy 26

A. E. ALMCRANTS
COUNTY EXECUTIVE
TEL. 386-3970

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
JAN Y. KURAHARA, VICE CHAIRMAN
JERRY ROUTSON
CLARENCE N. AMOTH
BRUNO HUKARI

HOOD RIVER, OREGON

X-ref'd Hwy 26

January 24, 1972

RECEIVED
COUNTY & CITY SECTION
JAN 26 1972
ENGR. COOR. CE RE UE
UPE CE RE RPE

Mr. H. S. Cox
City-County Engineer
Oregon State Highway Department
Salem, Oregon

Dear Si:

At the meeting relative to Button Bridge on January 19, 1972 the need for correctional signs for the Y-Inn intersection was discussed, and it was stated that many people come up the Button Bridge and are headed for Odell or Parkdale, but they become confused at this intersection, and either head west to the City or go up the loop to the east. A sign would be most appropriate. Presumably you can direct the request to the appropriate section.

Many thanks.

Sincerely,

A. E. Almcrants
County Executive

AEA/ds

1-26-72
L. E. George - would you please look into this & follow-up?
Thanks
Don H.

Fac
Hood R Co

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

January 17, 1972

SUBJECT: ACCESS POINTS
Button Bridge Section
Button Country Road
Hood River County

To: Mr. H. S. Cox
County and City Engineer

B U I L D I N G

Attached is a copy of an approved list outlining the access points to be used as a basis of appraisal and negotiation on the subject section.

Please carry on your appraisal and negotiation work on this basis.

John R. Oakes

John R. Oakes
Assistant R/W Engineer

JRO:ha
Attachment
cc Mr. H. G. Brainerd
Mr. Frank Lowe

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COUNTY & CITY SECTION
JAN 17 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

SP*52478-734

ACCESS DETERMINATIONS

Button Bridge Section
Button Country Road
Hood River County

ACCESS

	Res. Sta.	Res. Width	Surface Width	Side	Built by
*File 17040	1205+90	40 feet	32 feet	West	State
	1208+50	40 feet	32 feet	West	State
	1210+60	35 feet	26 feet	West	State
N.W. Liquefied Gas Company	1209+10	35 feet	26 feet	East	State

(Existing right of way serves as parking area for office building - located at Station 1209+50, northeast side)

File 46964 - None

*NOTE - File 17040 - The ownership has recently been lowered to generally match the grade of Button Country Road. The access points could be adjusted to match the new road grade, should there be a change.

/S/ Neil C. Boehmer
Neil C. Boehmer
Right of Way Agent

Right of Way Engineer

Design Engineer

Assistant State Highway Engineer

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COUNTY & CITY SECTION
JAN 17 1972
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JAN 17 1972
FOR FILING

7895

A E Johnson #5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 13, 1972
Salem, Oregon

To:

Mr. L. I. Lindas
Chief Counsel
B U I L D I N G

Attention: Mr. Jack Sollis

SUBJECT:

Button Bridge Section
FAS 349
Hood River County
Bridge No. 2471B

NOTED
A. E. JOHNSON

It is planned to let a contract for the construction of the subject project on March 30, 1972.

This is a re-alignment of the existing section and will include the replacement of the existing overcrossing of the Union Pacific Railroad on a slightly new alignment. Attached are fifteen prints each of Drawings 27623 and 27707, which are the vicinity map and plan and elevation respectively.

The structure is located in the SE1/4SE1/4 of Section 25, T. 3 N., R. 10 E., W. M., Hood River County.

The structure will be 530 feet long measured between the centerlines of the end bents and will consist of seven reinforced concrete box girder spans (69 feet, 73 feet, 88 feet, 88 feet, 88 feet, 73 feet, 51 feet). The roadway width will be 36'-0" between parapets. This will provide two 12-foot lanes and two 6-foot shoulders. A 5-foot wide (clear width) sidewalk will be provided outside of the westerly parapet rail which separates vehicular traffic from the pedestrian traffic. The pedestrian handrail will be provided on the outer edge of the sidewalk. The structure is located on a 22° horizontal curve and on a 280-foot vertical curve. The vertical curve connects to grades which are ascending in a southerly direction. One grade is 6.5383 percent and the other is 3.2642 percent. The point of intersections of the two grades is Highway Centerline Station "BB" 1213+40 at an elevation of 132.59. The centerline of the highway intersects the centerline of the U.P.R.R. main line at Highway Station "BB" 1213+52.75 POC = Railroad Station "RR" 9+67.25 POT. The angle of intersection between the two centerlines is 95°02'24" and is located in the southeast quadrant.

The construction of this overcrossing facility is being financed with federal, state, and county funds. Since no benefits to the U.P.R.R. will accrue from the construction, no participation in cost is requested from them. Any expenses incurred by the U.P.R.R. in connection with the construction of this project will be reimbursed to the U.P.R.R. as permitted by PPM 30-3 with amendments and additions thereto.

The current average daily highway traffic over the structure is 1500 vehicles with an anticipated increase to 2700 vehicles per day in 1990. The railroad movements average 14 freight trains daily at a maximum speed of 30 miles per hour.

In this construction project the State should do the following things: Prepare plans and estimates, award contracts and supervise construction. Upon completion of the project the County will maintain the structure and highway appurtenances.

In this construction project the Railroad should furnish preliminary engineering, switchmen and flagmen services to protect its operation during construction and, if necessary, remove and protect its signal and communication lines during this same period and replace them in final locations upon completion of construction. At its own cost and expense the Railroad shall maintain the roadbed and trackage.

Copies of the enclosed drawings were sent to the Union Pacific Railroad for approval on December 22, 1971. Approved drawings have not been returned by the U.P.R.R.; however, it is believed they will be approved as a routine matter.

Due to the early scheduled letting date for this project, it is requested that you prepare an application to the Public Utilities Commissioner for an Order permitting the above construction.

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

RWE/ag /dh
Attach.
cc: A. E. Johnson
T. W. Litchfield
L. L. Wallace

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JAN 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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JAN 7
UTILITY UNIT
FOR FILING

OREGON STATE HIGHWAY DIVISION

78957

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

January 7, 1972

ATTENTION: Mr. R. B. Hardin

Re: R/W and Encroachment Maps
Button Bridge Section
FAS 349 - Button County Road
Hood River County
Your File: D 9004-32-3

Gentlemen:

Herewith you will find four prints each of the following:

NOTED
A. E. JOHNSON

1. R/W Map No. 1R-4-506, R/W No. 46973
2. Encroachment Map No. 9B-9-17, dated January, 1972
3. Description of easement (Real Estate Option Forms), dated December 22, 1971

This material is being transmitted to you for your use in the preparation of a construction agreement for this project. This agreement should be a tri-party agreement among Hood River County, Union Pacific Railroad Company and the State of Oregon since the State will handle the construction and the County will be the agency to whom the easement should be granted and will be responsible for the maintenance of the structure after construction.

You will also find attached, one copy of Bridge Drawing No. 27707, four prints of which were transmitted to you with my letter dated December 22, 1971. On the enclosed copy is shown the approximate footing size for Bents 3 and 4 which lie adjacent to your tracks. To facilitate excavation at Bent 4, it may be desirable to remove a portion of your northerly spur track. Please advise if this will be possible.

An application to the Public Utility Commissioner will be made directly since bids are to be opened for this project on March 30, 1972.

It would be desirable to have the agreement in our hands as soon as possible since it must be executed by the County before it is presented to the Highway Commission.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
JAN 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:dl
Enclosure
cc: E. A. Johnson F. W. Sugnet
W. J. Hart
J. F. Putnam

FAS

FORM E-99 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1971

To: Frank Hall
Design Engineer

B U I L D I N G

Attention: C. G. Swenson

SUBJECT: U.P.R.R. O'XING
Hood River (Button) Bridge Section
FAS 349
Hood River County

When the new Button Bridge is constructed, there will be a complete closure of the connecting road between the Mt. Hood Highway and the Columbia River Highway. This will throw all traffic on the Columbia River Highway and across the narrow bridge over Hood River. For proper safe operation, it will be necessary that a one-way traffic pattern be established on the Hood River Bridge through the installation of traffic signals.

These signals will cost approximately $3,000, and will be installed by State forces and charged to the contract. Will you please arrange to have this cost included in the contract authorization.

L. E. George
Operations Engineer

VPJ:pb

cc: R. N. Bothman
Ivan D. Merchant
H. S. Cox

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DEC 28 1971
ENGR. COOR. UE RE UE
UPE UE RE RPE

BP*88478-784

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DEC 21 1971
FOR FILING
7895

5

4

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 13, 1971

SUBJECT:

To: F. B. Klaboe
Asst. State Highway Engineer

B U I L D I N G

FAS Project
Button Bridge Section
FAS 349
Hood River County

In response to the request in the attached letter from Bob Prange, this office has made an analysis of anticipated traffic operation with one-way signals on the Hood River Bridge on the Mt. Hood Highway at Hood River.

Using a 60-second cycle with a 3-second yellow and an 11-second all red clearance period, the capacity under such operation would be 300 vehicles per hour in each direction. On an ADT basis, the peak hour is on the order of 200 vehicles per direction. Thus, no capacity problem is anticipated.

The traffic signal installation is estimated to cost $3,000. Because of the long narrow bridge, with a curve on each approach, the signal installation is recommended.

L. E. George
Operations Engineer

VPJ:pb

Attached

Approved 12-20-71
Asst. State Hwy. Engr.

RECEIVED
DEC 14 1971
STATE

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

December 3, 1971

SUBJECT:

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

On Thursday, December 2, I met with Carlos Van Elsberg, ~~Klamath~~ Hood River County Director of Public Works, A. E. Almcrants, County Executive, and Bruno Hukari, County Commissioner, all of Hood River County. The main purpose of the meeting was to give the County the necessary materials to publicize the hearing for the U.P.R.R. O'xing (Button) Bridge Section. After some discussion, a tentative hearing date was set for January 19, 1972.

Based on information obtained from the Bridge Section, I informed them, among other things, that the road would be closed approximately ten months for construction purposes. The County feels that the closure of Button Bridge will route a large amount of additional traffic, particularly trucks, over the narrow state bridge into Hood River. Consequently, the County officials wish the State to review the situation and determine the feasibility of installing temporary traffic signals at each end of the state highway bridge to direct traffic in alternating one-way patterns during construction of the new Button Bridge.

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

NOTED
A. E. JOHNSON

NOTED
F. B. KLABOE

RHP:ljt

cc: Tom Edwards
A. E. Johnson
I. D. Merchant
F. L. Hall
F. B. Crandall
J. F. Putnam

RECEIVED
DEC 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP 82475-784

December 2, 1971

Mr. Carlos Van Elsberg
Director of Public Works
Hood River County Shops
P. O. Box 457
Hood River, Oregon 97031

Dear Carlos,

Attached are the following materials to assist you in regard to the hearing for the U.P.R.R. O'xing, Hood River (Button) Bridge Section.

1. Copy of PPM 20-8, Public Hearings.
2. Set of instructions for advertising and holding a public hearing.
3. Suggested letters and notices to newspapers.
4. Hearing maps.

You will note that the suggested notice to hold a location-design hearing is to be published twice; once 30 to 40 days before the hearing date, and again 7 to 12 days before the hearing. The notices are also to be published in all the newspapers of general circulation in the area.

We are suggesting further that the County hold an informal hearing prior to the formal location-design hearing. This may be done any time before the formal hearing and is done to informally discuss the proposed project with the people and give them information and data as to how the project may or may not affect individual property owners.

Also, please note that the notice states that a statement concerning the environmental effects of the project is available both at the time the notice is placed in the papers and will be available at the public hearing. This statement should tell "how" and "why" the project will have little, if any, adverse effects on the surrounding environment. It should also state what measures can or will be taken to reduce any detrimental effects on the environment and what aspects of the proposed project will benefit the area. There are attached some sample environmental declarations which might be of benefit to you in writing the environmental statement for the Button Bridge project.

Please send us a copy of your hearing notice and after we have received this, we will send you additional materials for the actual conduct of the hearing.

Very truly yours,

H. S. Cox
County and City Engineer

By
Robert H. Prange
Rural Engineer

RHP:ljt
Encl.

RECEIVED
DEC 23 1971

FOR FILING
7895

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

U.P.R.R. O'xing Hood River

Section: (Button) Bridge
Highway F. A. S. 349
County: Hood River
Proj. No.: 514-1482

Beg. Engr. ____
Approx. Length 0.21± mile
Sta. ____ to Sta. ____
Date 11-29-71

Mean Truck A.D.T. 210
Traffic Coefficient 8.6
18 kip e. a. per day 86.0
(1)

Annual Precipitation 28"+
Frost Penetration 16" - 20"
CBR Total Requirement *20.0"

Typical Soil
31 LL
9 PI
49 %P 10
26 %P 200
51 % Gravel
10 % C Sand
13 % F Sand
18 % Silt
8 % Clay
54 R Value
A-2-4 AASHO Classif.

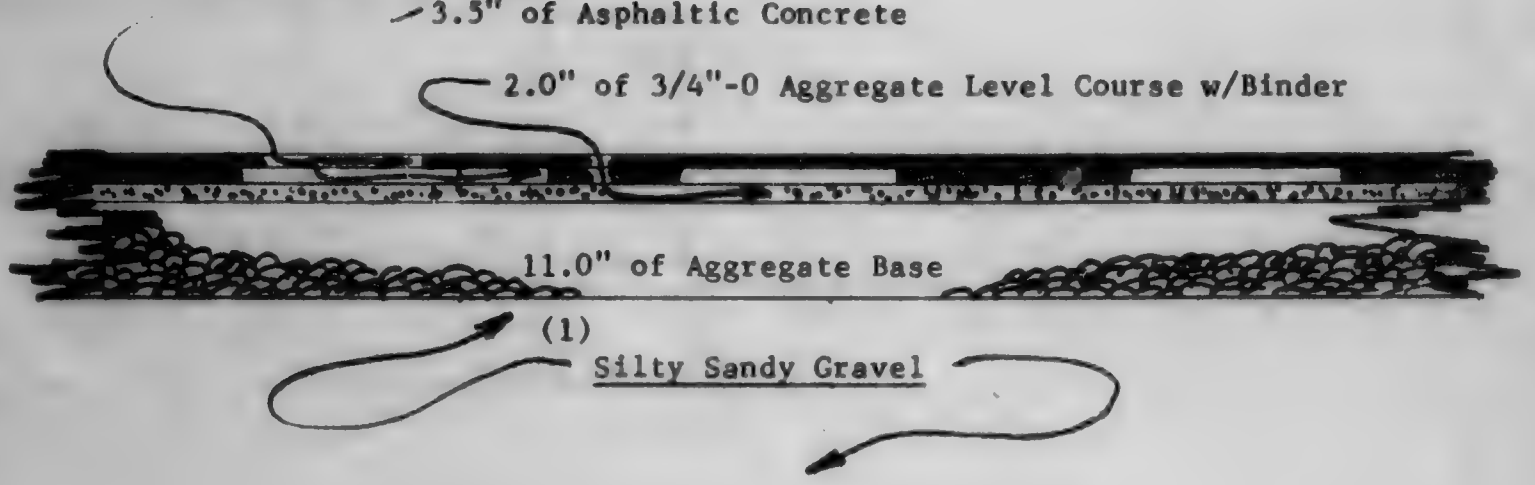
Materials Source:

To be determined by the Engineer. Commercial sources are available.

Credit	Actual Thick.	Component
7.0	3.5	A.C.
2.0	2.0	A.L.
11.0	11.0	A.B.
*20.0	16.5	

NOTED F. B. KLABOE

STRUCTURAL SECTION



*Minimum for Traffic Classification.

Submitted by _____ Base Design Engineer

Recommended by _____ Engineer of Materials and Research

Recommended by _____ Location Engineer

Approved by _____ Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

SECTION: Button Bridge

HIGHWAY: F.A.S. 349

COUNTY: Hood River

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*3/4"-0 Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
7.0 - 8.0	3.5"	2.0"	8.5"	17.5"	14.0"
6.0 - 7.0	3.0"	2.0"	7.0"	15.0"	12.0"
4.8 - 6.0	2.0"	2.0"	6.5"	12.5"	10.5"
Cars Only	2.0"	2.0"	5.0"	11.0"	9.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0 "	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8 "	Aggregate Base
1.0"	Cement Treated Base	= 1.8 "	Aggregate Base
1.0"	Oil Mat	= 1.1 "	Aggregate Base
1.0"	Aggregate Subbase	= 0.8 "	Aggregate Base
1.0"	Lime Treated Subgrade	= --- "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Button Bridge

HIGHWAY: F.A.S. 349

COUNTY: Hood River

1500 Present ADT (19 71)

10 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	35	1.8	63	49	450	22,050
3	40	1.8	72	56	1000	56,000
4	10	1.8	18	14	1250	17,500
5	65	1.8	117	91	3180	289,380
6	0	---	---	--	2570	- - - -
				210	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 384,930

TWENTY YEAR EWL 7,698,600

TRAFFIC COEFFICIENT 8.6

SECTION: Button Bridge

HIGHWAY: F.A.S. 349

COUNTY: Hood River

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Not applicable.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not applicable.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers Asphaltic Concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.21 mi.) project, and traffic does not warrant the use of C.R.P.C.C.

ENVIRONMENTAL PROTECTION AGENCY

REGION X

1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

RECEIVED
COUNTY & CITY SECTION
SEP 23 1971
ENGR. ... UPE CE RE RPE

September 21, 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Mr. Young
Program and Planning Engineer

Dear Sir:

We have received the notices of intent listed on the enclosed attachment.

We do not have any specific comments at this time. If these projects are designed keeping in mind the requirements of the National Environmental Policy Act and specifics as listed in our Guidelines of June 1971, then we will be in a position to review the Environmental Impact Statements when they are circulated.

We appreciate your keeping us informed of your proposed projects at this early date. It has provided us an opportunity for input to the planning process where we feel such input can be most helpful.

Please continue to keep us informed of your present and future projects. If you require any assistance, please contact Mr. Walter Jaspers or Mr. Eldon Edmundson on Area Code 206 - 442-1216.

Sincerely yours,

Hurlon C. Ray

Hurlon C. Ray, Acting Assistant
Regional Administrator for
Management

Enclosure

cc: September 28, 1971
W.H. Tebeau
H.S. Cox
W.J. McCallum

9-24-71
REFERRED TO
By ... STATE HWY. ENGR.
RECEIVED
SEP 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
R. D. ASBURRY
BEN GIFFORD
RECEIVED
SEP 24 1971
PROGRAM & PLANNING
DIVISION

Notice of Intent	Date	
U.P.R.R. O'zing, Hood River (Button) Br. Sec., FAS-349, Hood River County	May 17, 1971	FAS
Rice Hill - N. Oakland Jct. Sec. Pacific Hwy. (I-5) Douglas County	May 17, 1971	I
48-1(4) and 53-2(3) Rocky Point - Lake of the Wood Hwy. Jct. FAS-420 & Lake of the Woods Highways Klamath County	May 27, 1971	NF/FAS
Santiam River Safety Rest Area Pacific Highway, I-5 Marion County	May 27, 1971	I
Gettings Creek Safety Rest Area Pacific Highway, I-5 Lane County	May 28, 1971	I
Clarno Section Wasco-Wheeler County	June 16, 1971	SS
John Neal Park Shelter Linn County OP 437	June 30, 1971	
Falls City Footbridge Polk County OP 438	June 30, 1971	
Cartney Park Acquisition Linn County WP 47-436	June 30, 1971	
McKenzie Park Restrooms Umatilla Co. OP 439	July 6, 1971	
Crooked River Park Acquisition Crook County OP 442	July 6, 1971	
5th Street Park Development Coos County OP 441	July 6, 1971	
Tapiola Park Improvement Clatsop Co. OP 447	July 13, 1971	
Chehalem Pool Park Dev. City of Newberg, Yamill County	July 15, 1971	

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COUNTY & CITY SECTION
SEP 29 1971
☐ ENGR. ☑ ☐ ☐ ☐ ☐
☐ ☐ ☐ ☐ ☐

RECEIVED
AUG 31 1971
FOR FILING

8-30-71

PREFIX NO. 514-1482

Cont
7895

ADDENDUM "A" TO LOCATION PROSPECTUS
BUTTON BRIDGE SECTION
FAS 349
HOOD RIVER COUNTY

The following addendum is submitted to revise the location prospectus concerning the above-mentioned section.

PARAGRAPHS 1 THROUGH 9: Correct as per prospectus dated July 2, 1971.

PARAGRAPH 10: Delete and replace with:

STRUCTURE: The proposed structure will have a horizontal clearance of 44 feet with a 4-foot sidewalk on the westerly side.

PARAGRAPHS 11 THROUGH 17: Correct as per prospectus dated July 2, 1971.

August 30, 1971
cc: Federal Highway Administration (3)
R. L. Porter
A. E. Johnson
V. D. Wolfe
F. B. Crandall
I. D. Merchant (4)
F. D. Morgan
J. M. Cartwright (2)
H. S. Cox (2)
W. N. Hackleman
A. D. Olson
J. C. Owens
R. E. Royer
W. H. Tebeau
G. C Wills
J. F. Putnam (3)
F. B. Klaboe
E. S. Hunter
R. N. Bothman
F. L. Hall
D. H. Moehring (3)
L. H. Young
R. N. Chase
B. L. Gifford
V. J. Johnson
R. E. Olson
J. A. Rowland
C. G. Swenson
F. E. Terpin
F. W. Yarbrough

RECEIVED
AUG 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ENGR. ☑ GOOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE

July 13, 1971

Mr. Carlos Van Elsberg
Director of Public Works
P. O. Box 457
Hood River, Oregon 97031

Re: Button Bridge Section
Button Road, FAS 349
Hood River County

Dear Mr. Van Elsberg:

The $800,000 estimate for this project is only approximate, but is all we have at this time.

As soon as a more accurate estimate is determined, we will so inform you.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

FAS 349

DEPARTMENT OF PUBLIC WORKS
CARLOS VAN ELSBERG, DIRECTOR
P. O. BOX 457
HOOD RIVER, OREGON 97031
PHONE 386-3616

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
JAN Y. KURAHARA, VICE CHAIRMAN
JERRY ROUTSON
CLARENCE N. AMOTH
BRUNO HUKARI

HOOD RIVER, OREGON

July 8, 1971

See Addendum A, 8/30/71 w/ Location Prospectus, 7-2-71

Oregon State Highway Department
County-City Division
Highway Building
Salem, Oregon 97310

Attention: Si Cox

Dear Si:

This letter is regarding our conversation of June 28, 1971 in which we discussed the walk and guardrails on the proposed Button Bridge project. Since our conversation, I discussed the matter with the Board of Commissioners and they feel, as we discussed, that the sidewalk area, raised or otherwise, should be on the westerly side of the proposed sturcture. Concerning the guardrail, they have been most pleased with the box-railing type of installation as installed on our Toll Bridge near Parkdale. They feel that this type of railing makes the removal of snow and the cleaning of the sturcture a very simple matter and hope that the State Highway Department would give this type of guardrail every consideration.

Also, at this time, I would like to inform you that due to your oral estimate of the project cost being in the neighborhood of $800,000.00, we added another $20,000.00 to our matching fund at the final budget hearing. The Board requested that I ask you for some written confirmation of this estimated figure so to possibly avoid embarrassing questions as to the huge amount of this line item.

RECEIVED
COUNTY & CITY SECTION
JUL 12 1971
☑ CHAIR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☐ RPE ☐ CE ☐ RE ☒ RPE ☐

Copy to :- Ivan Merchant

Please do not hesitate to call upon me for any help I may be to your office concerning the Button Bridge project.

Yours truly,

Carlos Van Elsberg

Carlos Van Elsberg
Director of Public Works

CVE:bc

RECEIVED
JUL 9 - 1971
FOR FILING
7895

PREFIX NO. 514-1482

7-2-71

LOCATION PROSPECTUS
BUTTON BRIDGE SECTION
FAS 349
HOOD RIVER COUNTY

NOTE: This replaces previous prospectus under Prefix No. 14-1481 dated June 18, 1971.

HIGHWAY: Federal-aid Secondary No. 349.

TERMINI: The southerly terminus is at M.P. 3.0 which is the junction of FAS 349 and the Mt. Hood Highway. The northerly terminus is at the northerly end of Button Bridge.

LENGTH: 0.21 mile.

PROGRAM: XII.

NARRATIVE: This will be a location survey to prepare plans, specifications and cost estimates for widening the present highway and replacing the existing structure. Soils investigations will be conducted. Drainage problems are not anticipated. A reconnaissance study is not necessary. An economic analysis is not needed at this time. Detour not required--facility can be closed during construction.

CHARACTERISTICS: Present ADT is 1,500; projected ADT is 2,700.

STANDARDS: Class "B". There will be deviations from State and AASHO standards in curvature and gradient.

TYPICAL SECTION: Two 12-foot travel lanes and 10-foot shoulders.

STRUCTURE: The proposed structure will have a horizontal clearance of 44 feet with a 4-foot sidewalk on the easterly side.

ACCESS: Limited to location.

BASE DESIGN: To be determined during the survey.

NOTED
A. E. JOHNSON

MATERIAL: County or commercial sources.

ADD'L FACILITIES: The nion Pacific Railroad will be affected. No streams or airports will be affected.

AGREEMENTS: Routine FAS-C agreements. A PUC hearing will be necessary.

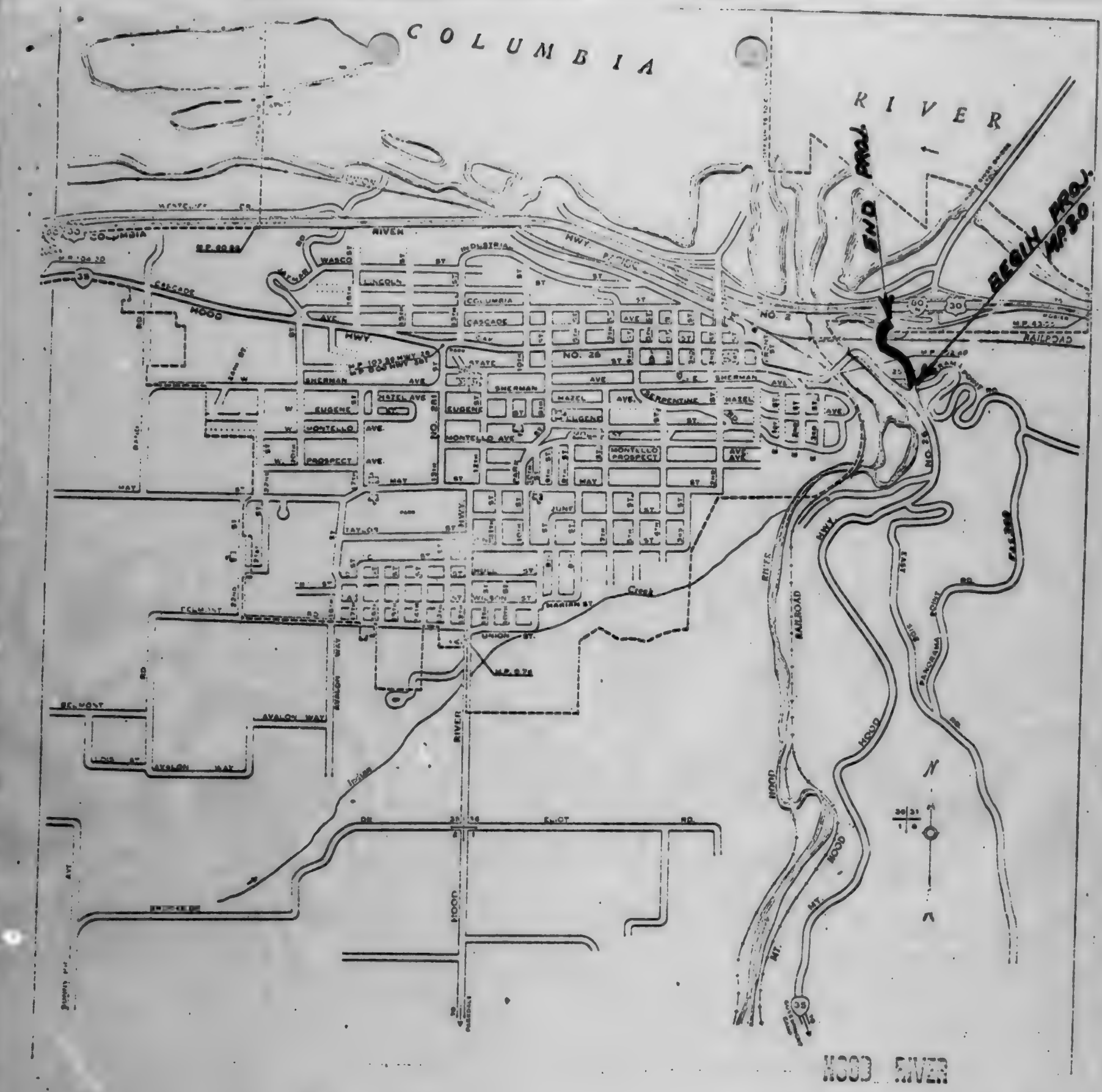
UTILITIES: Utilities to be adjusted or moved.

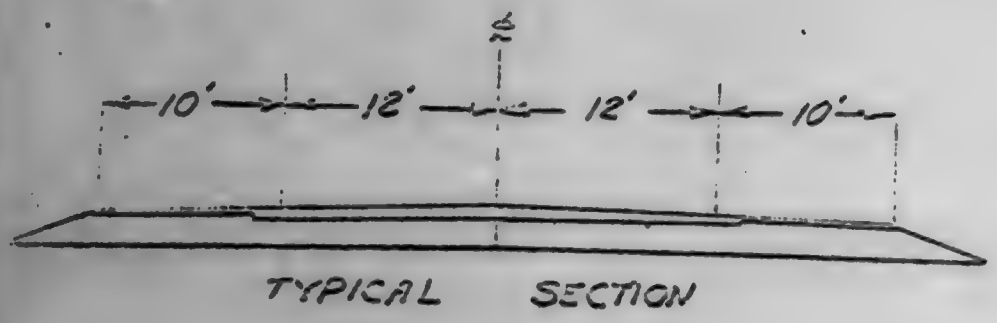
PARKS: None affected.

July 2, 1971

cc: Federal Highway Administration (3)
J. F. Putnam (3)
R. L. Porter
F. B. Klaboe
A. E. Johnson
E. S. Hunter
V. D. Wolfe
R. N. Bothman
F. B. Crandall
F. L. Hall
I. D. Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
J. A. Rowland
R. E. Royer
C. G. Swenson
W. H. Tebeau
F. E. Terpin
G. C. Wills
F. W. Yarbrough (2)
J. C. Owens

RECEIVED
JUL 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER





TYPICAL SECTION

PROSPECTUS MAP
BUTTON BRIDGE SECT.
FAS 349
HOOD RIVER CO.

JUNE 1971

ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
June 22, 1971

To: Mr. J. F. Putnam
Region 4 Engineer

BEND

SUBJECT: Approved FAS Project
Button Bridge Section
FAS 349
Hood River County

per 9/2/70 Proj. Request (Form 69-a, FAS-C) & 9/4/70 Co letter submitting application

The attached tabulation describes the subject FAS-C project which was approved by the Highway Commission at the June 22, 1971 meeting.

Any deviations from standards which arise during a survey for a county project, as well as those that can be anticipated earlier, should be referred to this office immediately for presentation to the FHWA for approval. This would save needless engineering costs should these deviations be denied.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt
Att.

cc: F. L. Hall
F. D. Morgan
I. D. Merchant
George Wills
F. W. Yarbrough
Frank Terpin
T. W. Litchfield
C. G. Swenson
B. L. Gifford
C. R. Nelson
Roy Spivey
John Hanks
L. E. George
R. W. Ellison

SP*53475-704

HOOD RIVER COUNTY
Proposed Project (1970 Funds)

FAS 349: Button Bridge Section, Button Road. Structure, grade, drain, base and pave. Approximately 1,200 feet long, $800,000. (State and county each to share one-half of the cost of the project.)

Construct a reinforced concrete bridge with a 44-foot roadway and a 4-foot sidewalk on the easterly side. Also grade, drain, base, curb and pave the approaches and connections along with a short piece of roadway leading to the Mt. Hood Hwy., FAS 115. Paving to be AC. The roadway is also to be 44 feet in width and will have two 12-foot travel lanes and 10-foot shoulders. Paving to be full 44 feet in width. Contractor to remove the existing bridge. Utilities to be adjusted or moved.

State to make survey and plans, make up options for additional right-of-way, and install the permanent signing. State to make up the P.U.C. order.

County will offer a hearing.

FAS 349
Hood R Co
14

DEPARTMENT OF PUBLIC WORKS
CARLOS VAN ELSBERG, DIRECTOR
P. O. BOX 457
HOOD RIVER, OREGON 97031
PHONE 386-2616

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
JAN Y. KURAHARA, VICE CHAIRMAN
JERRY ROUTSON
CLARENCE N. AMOTH
BRUNO HUKARI

HOOD RIVER, OREGON

June 2, 1971

Oregon State Highway Department
County-City Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Harold Reynolds

Dear Mr. Reynolds:

This letter is to confirm our telephone conversation of May 27, 1971 in that I wish to go on record as requesting the inclusion of that portion of F. A. S. 349 from Highway 35 to the South end of that State-County structure, known as Button Bridge, to be included in the proposed Button Bridge replacement project. This consists of approximately 800 feet of County road which should be brought to current F. A. S. standards in order to become an integral part of the State-County Highway system.

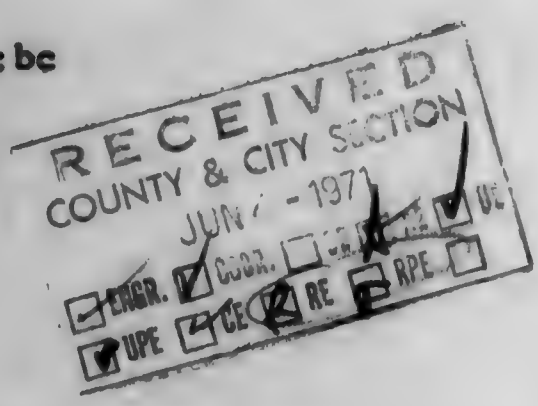
Thank you so much for yours and all of the others in the County-City Division for your help and interest in this project which I feel will be a great benefit to both the State and County Highway Departments. If I can be of any further help to you on this matter, please do not hesitate to call.

Yours truly,

Carlos Van Elsberg

Carlos Van Elsberg
Director of Public Works

CVE:bc



RECEIVED
JUN 22 1971
FOR FILING

7895

PREFIX NO. 14-1481

6-18-71

LOCATION PROSPECTUS
BUTTON BRIDGE SECTION
FAS 349
HOOD RIVER COUNTY

NOTED
A. E. JOHNSON

HIGHWAY: Federal-aid Secondary No. 349.

TERMINI: The southerly terminus is at M.P. 3.0 which is the junction of FAS 349 and the Mt. Hood Highway. The northerly terminus is at the northerly end of Button Bridge.

LENGTH: 0.21 mile.

PROGRAM: XII

NARRATIVE: This will be a location survey to prepare plans, specifications and cost estimates for widening the present highway and replacing the existing structure. Soils investigations will be conducted. Drainage problems are not anticipated. A reconnaissance study is not necessary. An economic analysis is not needed at this time. Detour not required--facility can be closed during construction.

CHARACTERISTICS: Present ADT is 1,500; projected ADT is 2,700.

STANDARDS: Class "B". There will be deviations from State and AASHO standards in curvature and gradient.

TYPICAL SECTION: Two 12-foot travel lanes and 10-foot shoulders.

STRUCTURE: The proposed structure will have a horizontal clearance of 44 feet.

ACCESS: Limited to location.

BASE DESIGN: To be determined during the survey.

MATERIAL: County or commercial sources.

ADD'L FACILITIES: The Union Pacific Railroad will be affected. No streams or airports will be affected.

AGREEMENTS: Agreements with Hood River County and the city of Hood River may by necessary. A PUC hearing will be necessary.

PARKS: None affected.

June 18, 1971
Attachment
cc's: Page 2

cc: Federal Highway Administration (3)
J. F. Putnam (3)
R. L. Porter
F. B. Klaboe
A. E. Johnson
E. S. Hunter
V. D. Wolfe
R. N. Bothman
F. B. Crandall
F. L. Hall
I. D. Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
J. A. Rowland
R. E. Royer
C. G. Swenson
W. H. Tebeau
F. E. Terpin
G. C. Wills
F. W. Yarbrough (2)

RECEIVED
JUN 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
EDWARD G. WESTERDAHL, II
Director

June 14, 1971

RECEIVED
COUNTY & CITY SECTION
APR 10 1972
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ RE
☐ RPE ☐ GE ☐ RE ☐ RPE ☐

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: U.P.R.R. O'xing Hood River (Button) Br.
Clearinghouse #71.0200

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by OMB Bulletin A-95.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency. Comments of the appropriate local reviewing agency should also be included.

Sincerely,

Cleighton Penwell

cc: June 18, 1971
R. E. Simpson, FHWA
F. L. Hall
D. H. Moehring
W. H. Tebeau
H. S. Cox
R. S. Hawkins
J. F. Putnam

Young 6-17-71

NOTED
R. N. CHASE

NOTED
TOM EDWARDS

BEN GIFFORD

RECEIVED
JUN 18 1971
PROGRAM & PLANNING
DIVISION

RECEIVED NOTED
JUN 17 1971 R. W. ELLIOTT
OFFICE OF

FAS 349
Hood R. Co

HOOD RIVER

HOOD RIVER COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

US DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 4,158

Scale in Feet

Revised Aug. 1970

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

RECEIVED
COUNTY & CITY SECTION
MAY 18 1971
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: U. P. R. R. O'xing, Hood River (Button)Br. Sec., FAS-349, Hood River Co.

17 May 1971

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 6563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X ..... (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. Project Location

Administrative District Nine (9) City Hood River

County Hood River Special District(s) (if applicable) --

Other affected jurisdictions/agencies ----

3. Federal Program

Common Program Name Federal-Aid Secondary

Authorizing Legislation Title 23 USC Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application .....

---

4. Estimated Project Cost

Federal Share $ 420,000
Loan ..... Grant X
Local Applicant Share (Hood River Co.)
(if any) $ 140,000

State Agency Share $ 140,000

Other (Specify) $ ----

Total $ 700,000

Source of State Agency Share

General Fund $ --

Other Funds (specify) $ 140,000 Highway

Indirect Cost Reimbursement

No X ..... Yes ..... $ ..... (Approx)

Will Federal share change: No X

Yes, from ..... % to ..... %

When .....

5. **Period Covered by Projects**

Beginning date December, 1971
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 18 Months

Approximate ending date June, 1972

Will renewal be requested? Yes..... No....X.....

6. **Estimated Application Filing Date** June 30, 1971

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

U. P. R. R. O'XING, HOOD RIVER (BUTTON) BR., FAS-349, Hood River County.

This project will consist of preliminary engineering, acquisition of right-of-way, grading, paving, structure and incidental work necessary to replace the existing deteriorated bridge on new and revised alignment.

The length of this section is 0.5 mile. The 1970 ADT is 450. The existing structure will be replaced with a reinforced concrete structure having a total roadway width of 44-feet which will accommodate two 12-foot travel lanes with 10-foot shoulders.

This project is related to the "Goals for a Livable Oregon" by the updating of an existing bridge which is narrow and creates a traffic hazard to the traveling public.

See attached map for geographical location.

Hwy 26/FAS 349
Hood R Co.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 11, 1971

Board of County Commissioners
Hood River County
Courthouse
Hood River, Oregon 97031

RECEIVED
COUNTY & CITY SECTION
MAY 11 1971
ENGR. COOR. OE RE
UPE OE RE RPE

Gentlemen:

In response to your previous request, the matter of replacing the Button Bridge in east Hood River County was considered at the last Highway Commission meeting on May 4.

5-10-71 New estimate per Frank Hall - $700,000 - Don H.

The Commission approved replacement of the bridge at a cost of approximately $600,000 with the cost to be split 50-50 between the State and the County using FAS Funds.

An agreement covering this matter is being prepared and will be sent to you for approval in the near future.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

cc Hon. Kenneth A. Jernstedt
State Senator
State Capitol

Hon. Paul Walden
State Representative
State Capitol

Tom Edwards
F. B. Klaboe
A. E. Johnson
V. D. Wolfe
Ralph Sipprell
V. E. Skoog
J. F. Putnam
H. S. Cox

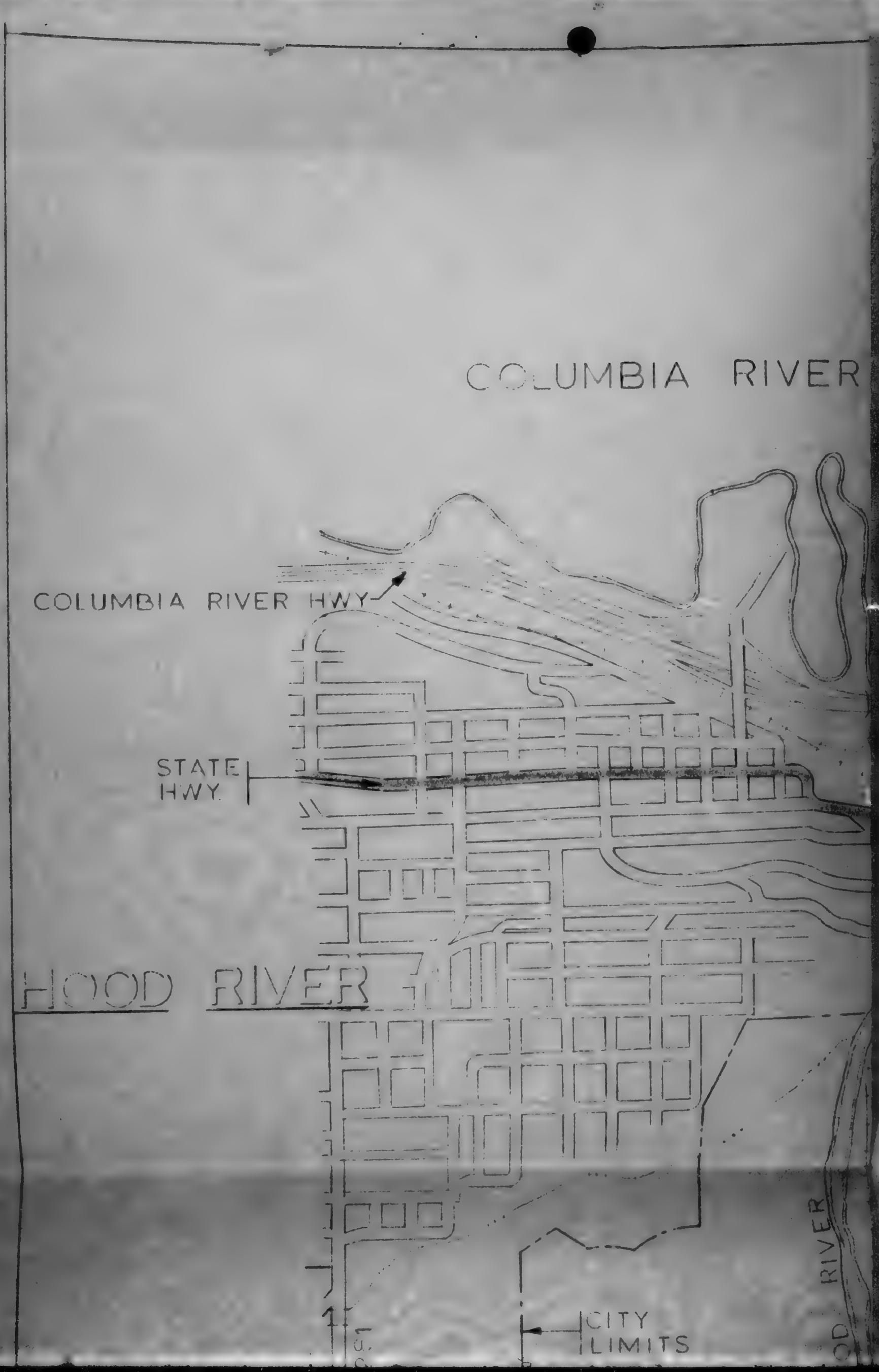
Daily Jnl. of Commerce
Portland----------5-?

New Button span wins state nod

SALEM — The Oregon State Highway Commission has approved the replacement of Button Bridge, which spans the Union Pacific Railroad in east Hood River County, and its addition to the State's Federal-aid program.

Button Bridge is located on a Hood River County Road which has been placed on the Federal-aid Secondary System and has been designated as Utility through Hood River.

Estimated cost of the new 44-foot-wide concrete structure is $600,000, which will be shared equally by State and County FAS funds.

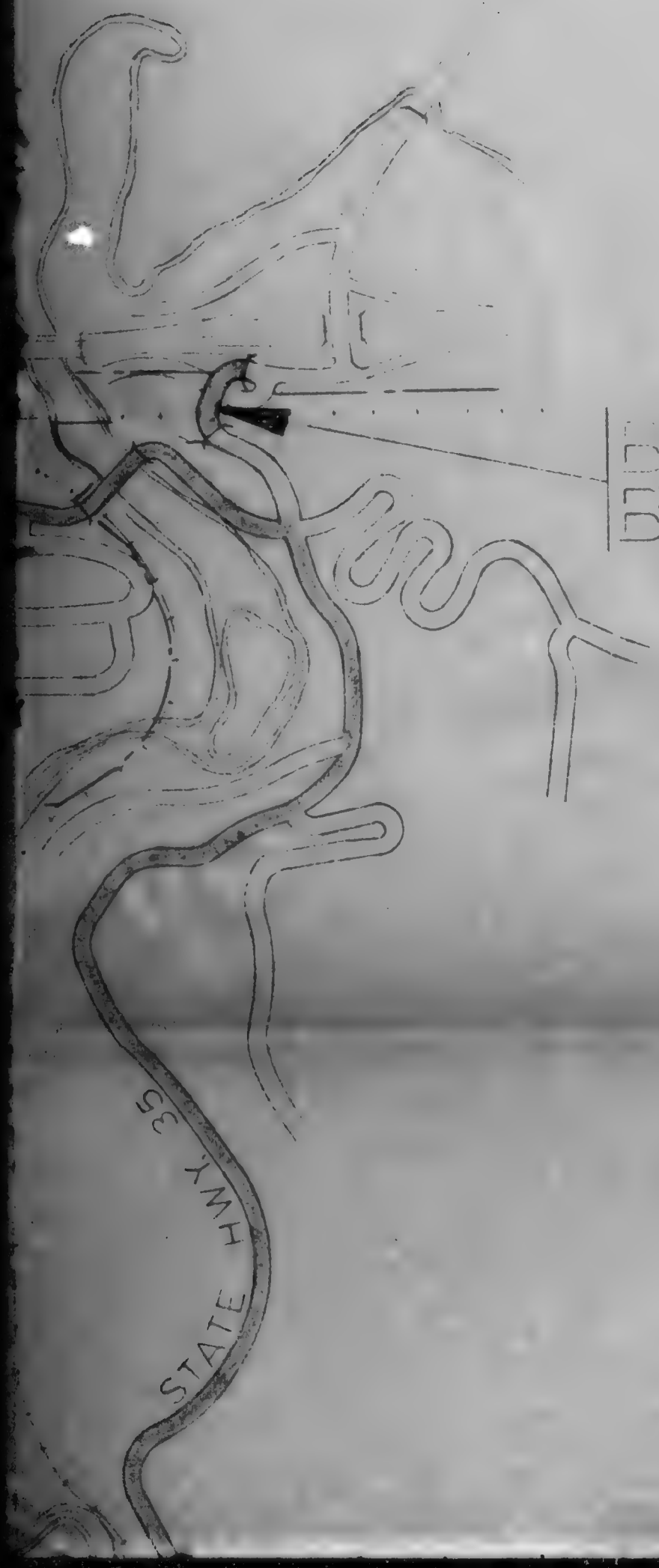

COLUMBIA RIVER
COLUMBIA RIVER HWY
STATE HWY.
HOOD RIVER
CITY LIMITS
OD RIVER

HOOD RIVER

STATE HWY 281

CITY LIMITS

HOOD RIVER

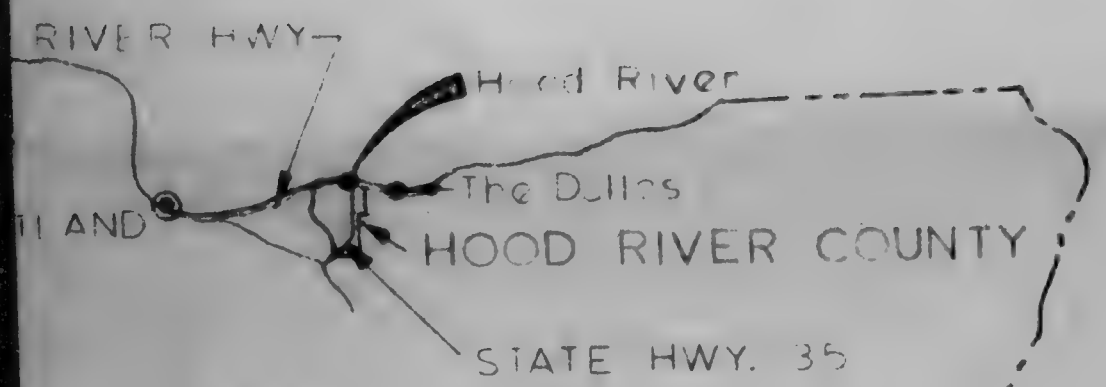

BUTTON
BRIDGE
STATE HWY 35
N

BRIDGE

STATE HWY 35

N

ER



HOOD RIVER

HOOD RIVER COUNTY
DEPT OF PUBLIC WORKS

HOOD RIVER COUNTY
DEPT. OF PUBLIC WORKS

BUTTON BRIDGE
ROAD APPLICATION

DATE: Oct. 15-69	JOB NO.
SCALE: 1" = 800'	FILE NO.
DRAWING: Burn	SHEET 1 OF 1

CHART-PAK, INC. LEEDS, MASS. SPH 3677

RECEIVED
APR 29 1971
FOR FILE

7875

April 28, 1971

Oregon State Highway Commission

Gentlemen:

Hood River County has requested that the Button Bridge spanning the Union Pacific Railroad in east Hood River County be replaced on a 50-50 cost-sharing basis using County and State Federal-aid Secondary funds.

Pursuant to a throughway agreement with Hood River County dated October 20, 1961, the State reconstructed and presently maintains approximately 40 percent of Button Bridge as part of the East Hood River Interchange. The existing structure is narrow and has deteriorated to the point where it can no longer safely carry the heavy traffic loads assigned to it.

Button Bridge is located on a Hood River County Road which has been placed on the Federal-aid Secondary System and has been designated as U330 through Hood River. I-80N traffic is presently directed over this route to Mt. Hood and points in east and south Hood River County, and it is also used as a direct connection between the Mt. Hood Highway and the Hood River Bridge.

The preliminary estimated cost of a new 44-foot wide concrete structure is approximately $600,000; however, the 50-50 split of State and County FAS funds would be based on the final total actual costs.

The proposal has been investigated and it has been determined that the State has a responsibility and that Hood River County's request for a cost-sharing project is reasonable. This matter will be on the May 4 Commission meeting agenda and I recommend your approval to add the project to Federal Aid Program XII.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Quary
Tom Edwards
F. B. Klaboe
A. E. Johnson
V. D. Wolfe
Ralph Sipprell
Ivan Marchant
Frank Hall
L. H. Young
R. N. Bothman
V. E. Skoog
J. F. Putnam
H. S. Cox

RHP:lit sr

RECEIVED
APR 23 1971
Forestry
7895

April 22, 1971

The Honorable Kenneth Jernstedt
State Senator
State Capitol
Salem, Oregon 97310

The Honorable Paul Walden
State Representative
State Capitol
Salem, Oregon 97310

Gentlemen:

On March 23, I advised you that we were making some reconnaissance-type estimates for modernizing the Button Bridge near Hood River.

We find that the State is responsible for approximately 40 percent of the length of the existing structure and the County the remaining 60 percent. However, in view of the fact that the State routes considerable traffic over the structure between state highway routes, we will recommend to the State Highway Commission that the replacement of the bridge be financed 50 percent by the State and 50 percent by the County. This matter has been discussed with A. E. Almerute and he is agreeable to proceeding on this basis, with both parties using Federal Aid Secondary Funds for their 50 percent share.

Thank you for bringing this matter to our attention and if we can be of any further assistance, please advise.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
R. B. Sipprell
H. S. Cox - Set the necessary machinery in motion to accomplish this.
L. H. Young - Submit a request to the Commission to add our half to the existing Federal Aid Program.
I. D. Merchant
Frank L. Hall - Expedite the design
R. M. Bothman
J. F. Putnam

FBK:srb fn

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAR 1 1971
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File Until
Keep Klaboe shown
Return To
Other

Salem, Oregon
February 9, 1971

SUBJECT: Button Bridge
FAS 349, Hood River County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

This office has been holding, for some time, an application for construction of the Button Bridge (FAS 349) in Hood River County. Holding of this application has been necessary due to lack of FAS funds due to lack of information concerning County allocation.

County FAS allocation for fiscal-year 1972 will be presented to the Highway Commission February 16, 1971; therefore it will be possible to present the application for the Button Bridge to the Highway Commission at the March 30 meeting.

Discussions on this bridge problem have been going on for some time, and for your information I am enclosing a report by Al Rear dated August 16, 1968, and also a preliminary estimate as of September 4, 1968. Subsequently the County has been furnished a preliminary bridge plan (Drawing #24993) and estimate. This plan and estimate went to the County December 4, 1969, and call for a bridge 44' wide and 599' long at an estimated cost of $499,800. ± 19000 s.f. Cheap?

Under agreement dated October 20, 1961, State maintains 229' of the present structure, or approximately 39.5% of the total length.

Enclosed is a copy of a letter from Hood River County wherein they ask State's participation in the proposed project in the amount of 50%.

The question that must be determined is the exact amount of State participation in this project. This determination should be made in ample time for this office to write up the project and present it to the Highway Commission March 30.

Reply to Nash 3-1-71

The County feels that State will benefit more than just the actual length of state bridge involved in that, if the Button Bridge is constructed to an adequate standard, much of the traffic now using the Hood River Bridge and the business route will be diverted. The County's portion of this structure is in very poor condition and must be either reconstructed or closed in the near future.

In order for Hood River County to swing this deal, it will be necessary for them to get an advancement of FAS funds. I would also suggest the possibility of getting an agreement with the County whereby they take over maintenance of the entire bridge.

RECEIVED
FEB 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

H. S. Cox
County and City Engineer

HSC:mm
Att.

Form E-136—3-M

Oregon State Highway Department
BRIDGE DESIGN SECTION

Sheet 1

Bridge: Columbia River (Button) Br. Approach County: Hood River

Calculations by: WOOD Date: Sept. 4, 1968 Bridge No. 2471 A

Requested by Bob Prange

NOTED
T. C. ROAKE

Approx. exist. length = 500'.

County will probably remove exist. structure.

Assume new structure length = 500'
Rdwy. width = 44'

500 x 44 = 22,000 □' @ $15 = $330,000
+ 40% E&C = 132,000
$462,000

Total Length of Bridge (Approximate) 580'

(According to Agreement 6) → State Responsibility Sta 1214+17 to 1216+46
for a total of 229 feet (39.5%) $197,500

NOTED
H. S. COX

(Agreement) → County Responsibility. Scaled distance 351 feet
(60.5%) $302,500

Harwell delivered copy of this to Hood Riv. County 9-11-68 RH

NOTED
P. B. [illegible]

RECEIVED
SEP 5 - 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
MANNOR C. HOLMES

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Hwy 35, [illegible]
"Button" Bridge

RECEIVED
AUG 27 1968
ENGINEER
COUNTY & CITY DIVISION

BRIDGE DIVISION

NOTED
H. S. COX

Name of Job Hood River Viaduct. Contract No. _____

Highway Mt. Hood Loop.- Hood River Co. Job No. _____

Contractor _____

_____ Initial
_____ Intermediate
_____ Final
__X__ Special

Inspection was made by A. A. Rear - Curtis Van Elsberg

on Aug 16. 1968
Date

REMARKS: Purpose of this inspection was to check the adequacy of the timber structure between Hwy 135 & I-80-N. County crews had opened the end bent and exposed some rotten treated timber posts. These posts are scheduled for replacement. I advised Co. to support the end span on a grillage and carry the traffic on that until a decision was made on replacement of the structure.

There are other areas where there are failures in either the stringers, caps. or deck plank. Div. will assist Co. in locating rot in timbers and advise them on temporary repair.

County wants to replace the structure with 32' to 36' deck structure. and improve the alignment.- About 40% of this structure is the responsibility of the state.

NOTED
HAROLD REYNOLDSON

cc: Div. Engr. ~~Co~~ Rolien
Res. Engr.
Br. Engr.
Co. City - Co X>L

Alfred A. Rear
Signed

NOTED
R. H. PRANGE

NOTED
MANOR C. HOLMES

NOTED
RICHARD UNGER

NOTED
P. B. [illegible]

NOTED
DON HARWELL

A. E. ALMQUANTS
COUNTY EXECUTIVE
TEL. 386-3970

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
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HOOD RIVER, OREGON

NOTED
H. S. COX

December 9, 1969

Bob - Hal

Oregon State Highway Department
Salem
Oregon

RECEIVED
DEC 10 1969
ENGINEER
COUNTY & CITY DIVISION

Attention: Mr. H. S. Cox
City - County Engineer

Subject: Button Bridge

Dear Si:

We have received the preliminary plan and the cost estimate for Button Bridge, and hope that we can all continue to work harmoniously toward an early implementation of a new bridge program. Of course the first action for such a project requires approval of our request to gain FAS rating for that section of the right-of-way from the junction with Highway 35, and FAS 349, and we would like to recommend that the Button Bridge Extension be designated as an extension of the former highway, and be an addition to FAS 349. This should simplify the processing, present a very logical approach, and eliminate the need for applying another and separate classification.

Assuming that either the above suggestion, or some other FAS designation for the road can be determined, it is then a matter of financing, and this could conceivably mean a great loss of time, and time is vastly important as the current condition and capability is quite substandard and even most hazardous.

As the estimates indicate a probable cost of $500,000.00 it does present a problem as we neither have sufficient FAS funds accumulated, nor have we budgeted sufficient local funds to cover our percentage of a job of this magnitude; in fact, even if we take advantage of the new legislation allowing a County to utilize FAS funds against the future potential we would not be in a position to pursue the problem for some three more years. It appears to our representatives that as the present Button Bridge is partially maintained by the State Highway Department, and as it handles a considerable amount of State Highway generated traffic that the Oregon State Highway Department might absorb fifty percent of the estimated cost as then we would be in a position to pursue the project. It is a certainty that we will have to live with this problem for another year, but we all hope it can be resolved by the commencement of the winter season, and prior to Christmas of 1970.

NOTED
HAROLD
REYNOLDSON

NOTED
DON HARWELL

Please see the attached letters from the local interests relative to this road and bridge which handles a considerable traffic load; in fact many of the vehicles and pieces of larger rolling stock use this bridge to bypass the Hood River business district. In fact, some people prefer to go this route rather than cross the narrow Hood River Bridge which incidentally was scheduled for replacement on the premise that it was unsafe.

We do have a real problem, but hopefully it can be resolved if the section in question can receive an FAS designation and the Highway Department can allocate certain funds to stretch all currently available FAS funds so that we can realize a program that will facilitate the State Highway generated traffic, be a substantial inducement to development in the Upper Valley, and prevent a loss of life, and/or damage to vehicles and equipment.

I would hope you may be able to offer some solution to our dilemma as it is a matter that involves all of us quite significantly.

Sincerely,

A. E. Almcrants
County Executive

AEA/ds

Enclosures/ 10

RECEIVED
MAR 24 1971
FOR FILING
7895

March 23, 1971

The Honorable Kenneth Jernstedt
State Senator
State Capitol
Salem, Oregon

The Honorable Paul Walden
State Representative
State Capitol
Salem, Oregon

Gentlemen:

This is in response to your recent letter expressing concern of the so-called Hutton Bridge near Hood River. We are in the process of making some reconnaissance-type estimates for modernizing the bridge and should have some better answers in approximately two weeks. We will contact you again at that time and see if some kind of financial arrangement can be derived.

The existing structure was recently examined and was not found to be in critical condition, except for bent 1. This should have some corrective treatment in the near future.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc A. E. Almstrom
County Executive
Hood River County

Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
R. B. Sipprell
H. S. Cox
F. L. Hall
I. D. Merchant
R. N. Bothman
L. H. Young
J. F. Putnam

HOME ADDRESS
PAUL WALDEN
RT. 3, BOX 208A
HOOD RIVER, OREGON 97031

HOOD RIVER, WASCO
COUNTIES
32ND DISTRICT

COMMITTEES
MEMBER:
ELECTIONS AND REAPPORTIONMENT
TRANSPORTATION

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

March 15, 1971

Mr. R.L. Porter
State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

While home in Hood River this past weekend, Senator Jernstedt and I had occasion to talk with Mr. Al Almcrants, County Executive of Hood River County, about Button Bridge. Button Bridge is the county-owned link between Highway 35 and Interstate 80-N at the eastern extremity of Hood River. We also made a personal inspection of this structure.

Mr. Almcrants informs us that while there is FAS money available to the county for rebuilding this structure, funds sufficient to do the job are not available in the near future. And as time passes and funds are being accumulated, the cost of the project continues to rise. The present estimate of the construction cost is around $600,000.

Button Bridge is a narrow deteriorating structure that carries most of the traffic from Hiway 35 to both Interstate 80-N, and across the Columbia River bridge to the State of Washington. It is used for the hauling of logs, sand, gravel and ready-mix, by five school busses daily and a heavy flow of passenger traffic. The structure is completely unsafe, since it is rather high in the air as it crosses the Union Pacific Tracks. There have been several accidents on the bridge, and one day a bus load of children or a heavy truck is going to skid and go through the flimsy railing to the tracks many feet below. We can anticipate not only possible loss of life, but extensive lawsuits as well coming out of this type accident. The school people are greatly concerned. However, the only solution short of rebuilding the structure is to close it, forcing all the traffic across the old bridge over the Hood River, and through town.

Someone from the Highway Department made a recent study of this bridge, and may have daily traffic counts to substantiate the need of a safe, standard-width bridge at this location.

We would respectfully request the Highway Commission to consider this project and add sufficient funds to those available to Hood River County to get this dangerous structure rebuilt. We're not asking that it be included in the State System. If rebuilt, Hood River County has indicated they are willing to continue to maintain it as part of the County system.

Consideration of this matter at the next meeting of the Highway Commission would be appreciated.

Sincerely,

Paul Walden
Representative

Kenneth Jernstedt
Senator

PW/eb

RECEIVED
MAR 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

UPE CE RE RPE

Salem, Oregon
February 9, 1971

Button Bridge
FAS 349, Hood River County

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

This office has been holding, for some time, an application for construction of the Button Bridge (FAS 349) in Hood River County. Holding of this application has been necessary due to lack of FAS funds due to lack of information concerning County allocation.

County FAS allocation for fiscal-year 1972 will be presented to the Highway Commission February 16, 1971; therefore it will be possible to present the application for the Button Bridge to the Highway Commission at the March 30 meeting.

Discussions on this bridge problem have been going on for some time, and for your information I am enclosing a report by Al Rear dated August 16, 1968, and also a preliminary estimate as of September 4, 1968. Subsequently the County has been furnished a preliminary bridge plan (Drawing #24993) and estimate. This plan and estimate went to the County December 4, 1969, and call for a bridge 44' wide and 599' long at an estimated cost of $499,800.

Under agreement dated October 20, 1961, State maintains 229' of the present structure, or approximately 39.5% of the total length.

Enclosed is a copy of a letter from Hood River County wherein they ask State's participation in the proposed project in the amount of 50%.

The question that must be determined is the exact amount of State participation in this project. This determination should be made in ample time for this office to write up the project and present it to the Highway Commission March 30.

The County feels that State will benefit more than just the actual length of state bridge involved in that, if the Button Bridge is constructed to an adequate standard, much of the traffic now using the Hood River Bridge and the business route will be diverted. The County's portion of this structure is in very poor condition and must be either reconstructed or closed in the near future.

In order for Hood River County to swing this deal, it will be necessary for them to get an advancement of FAS funds. I would also suggest the possibility of getting an agreement with the County whereby they take over maintenance of the entire bridge.

HSC:mm

Att.

H. S. Cox
County and City Engineer

FORM E-20 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

B/M² 3-10

Salem, Oregon
March 2, 1971

To:

Fred Klaboe
Assistant Highway Engineer
BUILDING

SUBJECT: Bridge Inspection of
Bridge No. 2471-A
Hwy. 2 Connection at M.P. C62.47

At your request the subject bridge was inspected March 1, 1971.

This structure is maintained by Hood River County and the State Highway Division. The County maintains Bents #1 thru #9; the State maintains Bents #10 thru #21 as shown on attached drawing. The State Highway portion was constructed 1961, designed for H-15 loading.

All of the spans except spans #8 and #17 are constructed of creosote-treated fir timber. Span #8 is composed of wide flange beams with a concrete deck and span #17 is composed of wide flange beams with a treated timber deck.

"CONDITION OF STRUCTURE"

1. Frame bent posts at Bent #1, all decayed. County has placed cribbing to support bent cap. Bent posts can be replaced by driving piling or placing a reinforced concrete footing.

2. Bents #2-3-4-5 & 6--sills and bottoms of posts are covered with dirt; posts are showing decay at ground line.

3. Wood handrail is in good repair, but needs painting.

4. Steel beams in span #8 are rusty and need painting.

5. Deck bumper bolts need tightening at Bents #1, 17, 18 & 21.

6. Wearing surface is alligatored in several spots and will need patching this summer.

SP*52479-784

7. Roadway is ~~on~~ 23' H.C. which is too narrow for the trucks that are now using this structure. Handrails are damaged frequently.

8. The stringers and decking are generally in good condition and should last from 5 to 6 years with minor maintenance.

"MAINTENANCE RECOMMENDATIONS"

1. Replace bent posts in span #1 with pile bent or reinforced concrete footing. This should be done now.

2. Remove dirt from sills and posts at Bents #2-3-4-5 & 6 and corbel bottoms of posts, if required.

3. Tighten deck bumper bolts.

4. Patch A.C. wearing surface.

5. Paint handrails and steel beams.

"CONCLUSION"

The support for Bent #1 is the only critical structural defect that was found at this inspection.

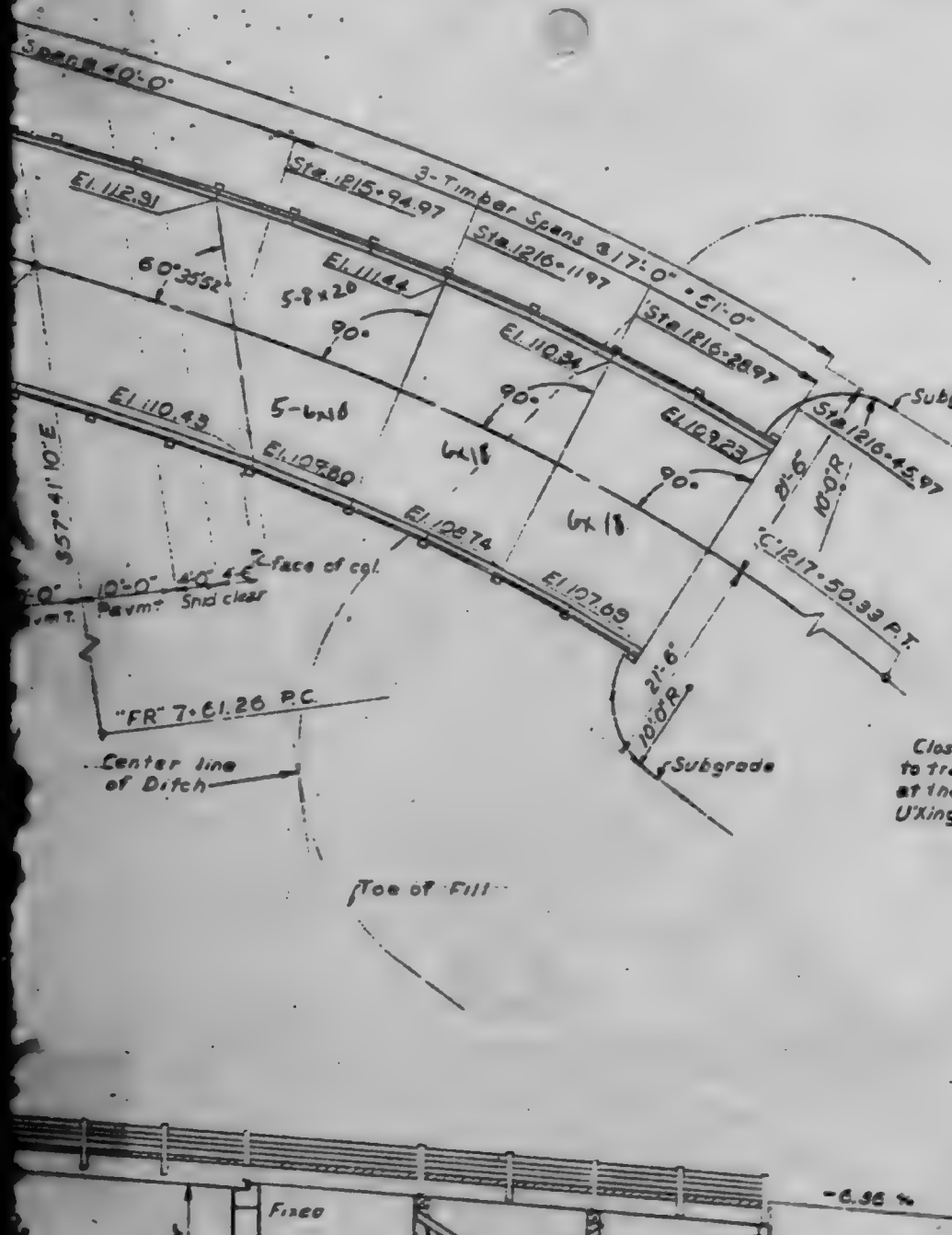
Robert N. Bothman
Maintenance Engineer

By

G. D. Anderson
State Bridge Superintendent

GDA:hl

cc: H. S. Cox



HWY 2 CONN at 2C62.47

General Notes:

Bridge designed for H15-S12-44 loading.

All concrete shall be class "A" and have a bearing strength of 3300 psi in 28 days ($f'c$ = 1320 psi).

All reinforcing steel shall be intermediate grade deformed bars. Bars from No. 3 through 11, inclusive, shall conform to ASTM Specification A-305 and shall be lapped 20 diameters at all splices unless noted or shown otherwise. All bars shall be placed 2" clear of nearest face of concrete unless noted or shown otherwise. (f_s = 20,000 psi)

All structural steel shall be carbon steel and shall conform to ASTM Specification A-7.

All lumber and timber shall be graded in accordance with the Standard Grading and Dressing Rules for Douglas Fir as approved by the West Coast Lumber Inspection Bureau effective March 15, 1956. All lumber and timber shall be construction grade. All lumber, timber and piling shall be pre-treated with preservative.

Holes for drift pins shall be bored ⅛" less in diameter than nominal size of the pin Unless shown or noted otherwise all bolts shall be ¾" machine bolts with square heads and nuts. All bolts shall be fitted with standard malleable iron washers at each end All hardware shall be galvanized.

All material and workmanship shall conform to the specification of the Oregon State Highway Commission

Footing elevations are subject to change depending on foundation material encounted. Reinforcing steel for columns shall be fabricated until final elevation have been determined in the field

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE
INDICATED SCALE 1"=1'-0" SHOULD BE READ ½"=1'-0"
INDICATED SCALE 3/16"=1'-0" SHOULD BE READ 3/32"=1'-0"

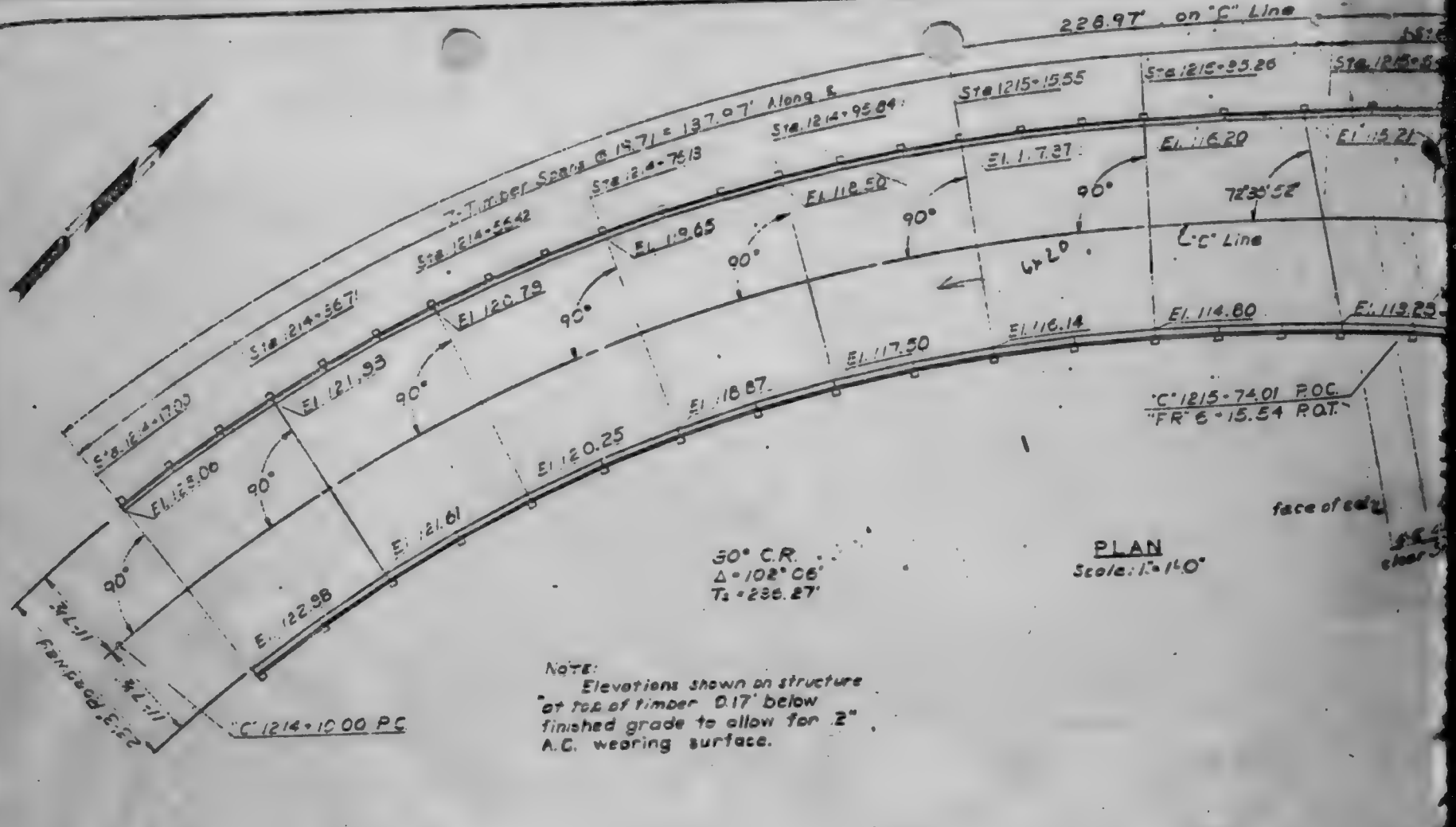
APPROVED:
Ivan G. Merchant
BRIDGE ENGINEER
P. M. Stephenson
ASST. STATE HIGHWAY ENGINEER
STATE HIGHWAY ENGINEER

DESIGNED RK
DRAWN RK
CHECKED L.M.B.
CALC. BOOK 540

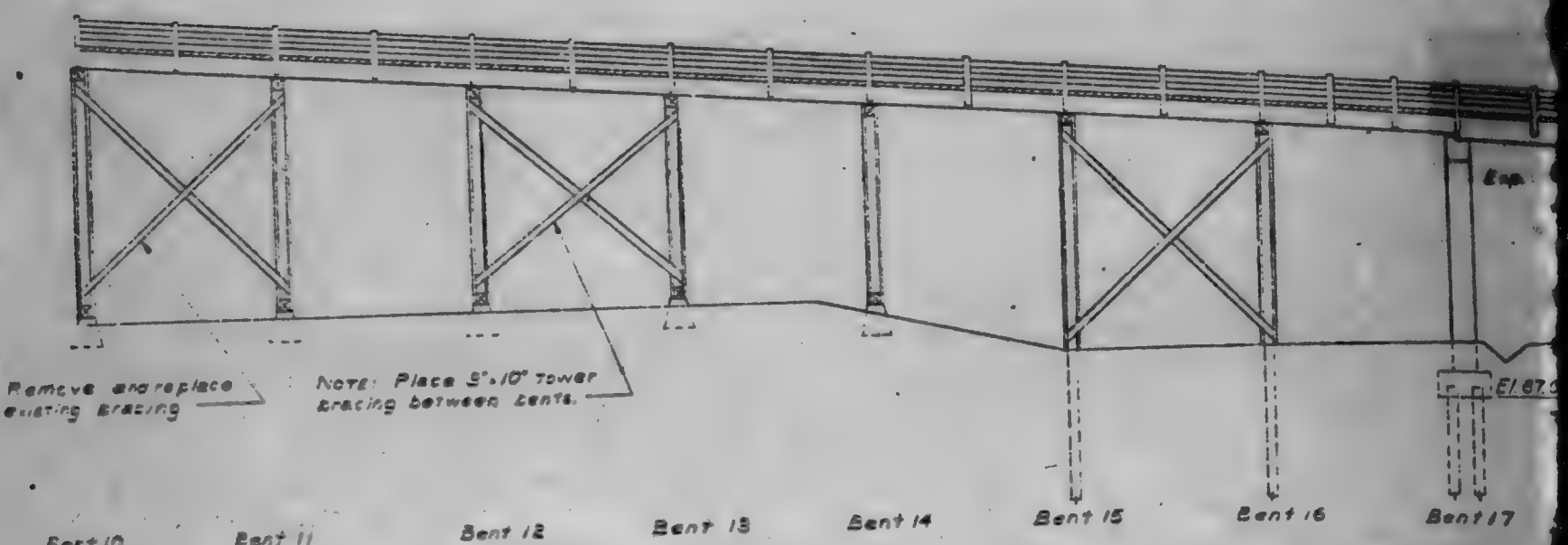
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

COLUMBIA RIVER BRIDGE APPROACH RECONSTRUCTION
MITCHELL POINT - HOOD RIVER SECTION
COLUMBIA HIGHWAY HOOD RIVER CO.
PLAN AND ELEVATION

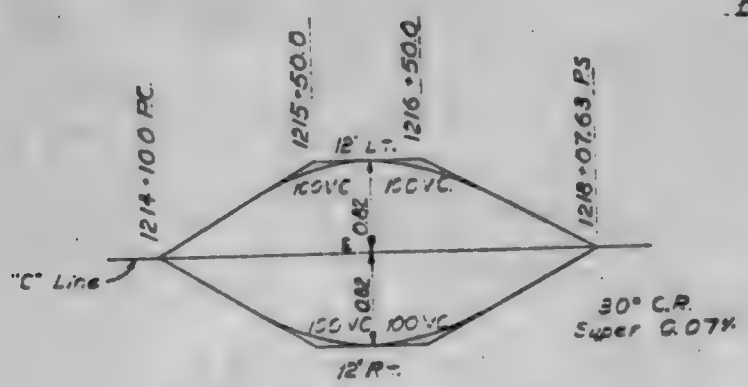
DATE JULY 26, 1960 BRIDGE NO. 2-47A
ACCOMPANIED BY DWGS. 60634 16064
SHEET 1 OF
DRAWING NO 16062



NOTE:
Elevations shown on structure at top of timber 0.17' below finished grade to allow for .2" A.C. wearing surface.



ELEVATION
Scale: 1" = 10'-0"
Developed on Center Line



SUPERELEVATION DIAGRAM

Hwy. #2, M.P. C 62.47
Bridge No. 2471-A

Looking North
from Bent #1

Bents # 2 thru #6
Showing dirt & debris
on sills and bottom
of posts.

Bent #1

Timber cribbing
& decayed bent
post.

FAS 349
Hood R Co

A. E. ALMCRANTS
COUNTY EXECUTIVE
TEL. 386-3970

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
JAN Y. KURAHARA, VICE CHAIRMAN
JERRY ROUTSON
CLARENCE N. AMOTH
BRUNO HUKARI

HOOD RIVER, OREGON

September 4, 1970

RECEIVED
COUNTY & CITY SECTION
SEP 11 1970
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. H. S. Cox
City-County Engineer
Oregon State Highway Department
Salem, Oregon

Dear Si:

Please find enclosed application for an improvement program - a new Button Bridge - which was approved by the Board of Commissioners of Hood River County on September 2, 1970. As previously explained the present bridge is in questionable condition, and should be replaced with dispatch as it serves as a connecting link between the two major highways in the area.

As we do not have the funds to construct a new bridge which has been estimated to cost $600,000.00 we must have State assistance. In a previous letter it was suggested that the State absorb $300,000.00 of the cost, and we then go FAS, or 60-20-20, on the remaining $300,000.00.

It is our sincere hope that such a proposal can be approved as the present structure is hazardous, and should be replaced - the sooner the better - and furthermore, for all practical purposes it is a portion of either Interstate 5 or Highway 35, and most automobile and truck drivers assume it is a State Highway.

It would be appreciated if this application would receive early approval for the job should have been completed for the 1970-71 winter, and hopefully it can be completed for the 1971-72 season. Without State help it will take many more years, and cost lives, injuries, and inconvenience, plus repair costs to an already obsolete and substandard structure.

Sincerely,

A. E. Almcrants
County Executive

AEA/ds

Enclosure/ FAS application
Vicinity Map

RECEIVED
COUNTY & CITY SECTION
SEP 11 1970
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

FAS 349
Hood R Co

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Hood River FAS No. 349 Date Sept 2-1970
County Road Name Button Bridge Road
Section Name Button Bridge Length 800 feet
Type of Project Bridge Replacement along with roadway south to FAS 115
Location of Project (Attach sketch map)
ADT 1600 Road Class (Highway Standard)

Is this request for county bridge design only? Yes ____ No x
or for County FAS bridge design? Yes x No ____

Per Carlos Van Klomberg 5/28/71

I. ROAD PROJECT DATA

1. Traveled Surface: Type ____ Width ____

2. Shoulders: Type ____ Width ____
(NOTE: Oiled or paved shoulders required on all Class E or higher projects.)

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.) ____
Width between Curbs ____

10. Are A.C. footpaths behind curbs desired? Yes ____ No ____

11. Are there any structures to be replaced or altered? Yes ____ No ____

12. Will replacement be by: County ____ Contract ____
(NOTE: If by contract, fill out bridge project data on pages 2, 3, and 4)

13. Will County adjust structure to new grade? Yes ____ No ____

14. Will County adjust structure to additional width? Yes ____ No ____

15. Will adjusted width be standard? Yes ____ No ____
(NOTE: Standard width of structure is traveled way plus full shoulders or 32', whichever is greater. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

16. Does County wish rounding of cutbanks? Yes ____ No ____

17. Does County wish sight posts installed? Yes ____ No ____

18. Does County wish guard rail installed? Yes ____ No ____

19. Does County wish seeding and mulching incorporated into job?
Yes ____ No ____

20. Will traffic signals be required? Yes ____ No ____
If yes, give location and type: _____

21. Is project contingent upon other factors? Yes ____ No ____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

Remarks re Section I: _____

II. BRIDGE PROJECT DATA

1. Name of river or stream none

2. Name of bridge Button Bridge

3. Location (please attach map with location marked):
Section 25 Township 3N Range 10 E W.M.

4. Desired width of bridge 44 feet
(NOTE: Standard width of FAS structure is traveled way plus full shoulders or 32', whichever is greater.)

5. Are sidewalks desired? Yes x No ____
Upstream x Downstream ____ Width 4 feet

6. Does County wish a particular type of bridge design? Yes x No ____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc. concrete

7. Will County furnish any materials for bridge? Yes ____ No x
Explain ____

8. Foundation Testing: By County? Yes ____ No x
By State? Yes x No ____

9. Can road be closed during construction? Yes x No ____

10. Detour: Required? Yes ____ No x
Through Hood River By County? Yes ____ No x
By Contractor? Yes ____ No x

11. Approaches or Connections: By County? Yes ____ No x
By Contractor? Yes x No ____
Traveled surface: Type A.C. Width 24 feet
Shoulders: Type gravel Width 6 feet
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

12. Guard Rail: Desired on approaches or connections: Yes ____ No x
Right side only? Yes ____ No x
Both sides? Yes ____ No x
(NOTE: Safety standards require that guard rails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guard rail installation or otherwise delay contract completion.)

13. Existing Structure: Remain in place? Yes ____ No x
Use for detour? Yes ____ No x
Removed by County? Yes ____ No x
Removed by Contractor? Yes x No ____
Salvaged by Contractor for County? Yes ____ No x
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

14. If riprap or rock blanket required, to be:
By County? Yes ____ No x
By Contractor? Yes x No ____

15. Will any of the following utilities be attached to this structure?

a. Water mains: Yes_____ No__x__ Size_____
Company_____

b. Sanitary sewer mains: Yes_____ No__x__ Size_____
Company_____

c. Storm sewer: Yes_____ No__x__ Size_____
Company_____

d. Gas mains: Yes_____ No__x__ Size_____
Company_____

e. Power lines: Yes_____ No__x__ Size_____
Company_____

f. Telephone lines: Yes_____ No__x__ Size_____
Company_____

g. Other Utilities:_____
_____

16. Does County wish provisions made for future utility attachment to structure? Yes_____ No__x__

17. Does County wish lightpost bases and conduit installed?
Yes_____ No_____ N.A.

18. Does County wish complete job of illumination in project?
Yes_____ No_____ N.A.

19. Is project contingent upon other factors? Yes_____ No__x__
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain:_____
_____
_____
_____

Remarks re Section II: Participation of Oregon State Highway Department essential to completion of project. Should be on 50/50 basis

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes ___x___ No_____
   By County? Yes _____ No___x___
   (Note: If project is canceled, County must pay for survey.)

2. Does County have any survey data? Yes _____ No___x___

3. Construction plans and specifications to be prepared:
   By State? Yes___x___ No_____
   By County? Yes_____ No___x___

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No___x___

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No___x___
   (Note: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60 feet Minimum _____

2. Is any additional right-of-way needed? Yes ? No _____

3. Will right-of-way be acquired by: Resolution _____ or Deed x

4. Should State prepare options? Yes x No _____ if needed

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes _____ No x

6. Should material source site be included in right-of-way descriptions? Yes _____ No x

7. Is there any merchantable timber on right of way? Yes _____ No x

8. Will timber be reserved for owner? Yes _____ No x

9. Will timber become property of contractor? Yes ___ No x

10. Is a hearing necessary? Yes _____ No ?
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes x No _____
If yes, give type and name of utility company: gas

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes x No _____
If yes, give type and name of utility company: gas, telephone

13. Are utilities on existing right-of-way by permit x or by franchise _____
(NOTE: County must move all utilities located on present right-of-way.)

14. Are there any irrigation facilities: Yes _____ No x
If yes, give name of irrigation company or district _____ and dates between which water can be turned off: From _____ To _____

15. Are there any railroad crossings? Yes x No _____ under structure

16. Name of Railroad Union Pacific

17. Number of tracks: Mainline 1 Siding 2 Total 3

18. Sight Distance: N.A. (Left) _____ (Right)

19. Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____

20. Angle of Intersection: N.A.

21. Type of Existing Crossing: Grade ____
Overcrossing x
Undercrossing ____

22. Existing Protection: N.A.
Advance warning signs ____ Automatic flashing ____ Stop signs ____
Crossbucks ____ Automatic bell ____ Gates ____

23. Proposed Protection: _____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes ____ No ____ N.A.

25. Will railroad crossing be altered? Yes ____ No x
If yes, specify: _____

26. Traffic Control Signing:
To be part of project? Yes x No ____
By County? Yes ____ No x
By State at County expense? Yes x No ____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ____ No x
By County? Yes x No ____
By State at County expense? Yes ____ No ____
(NOTE: Striping must be completed prior to acceptance.)

28. Does County wish State to prepare P.U.C. hearing data? Yes x No ____

29. Will P.U.C. application be made by State x, or County ____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or businesses requiring relocation assistance? Yes ____ No x
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV Bridge crosses over Union Pacific tracks and there seems no reason to suspect that they will be any concern to project

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry x Cinders _____

2. Owner: County x State ____ Private ____ Other ____

3. Location: _____ Section 32 Township 3N Range 11E W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow ____ Select Topping ____
Base Course x Level Course x Mineral Aggregates x
Location same as above
Miscellaneous Items: _____

Remarks re Section V Any rock will be available in County quarry if necessary

VI. FINANCIAL DATA

1. Estimated Cost: $ 600,000.00

2. Available FAS Funds: $ 375,000.00

3. Date match money is available: _____

4. Will there be any 100% County money? Yes ____ No x

5. Maximum amount of 100% County money available: $ _____

6. Date County requests letting: Spring,1971

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

By _____
County Engineer or Roadmaster

County Hood River County

Date Sept. 3, 1970

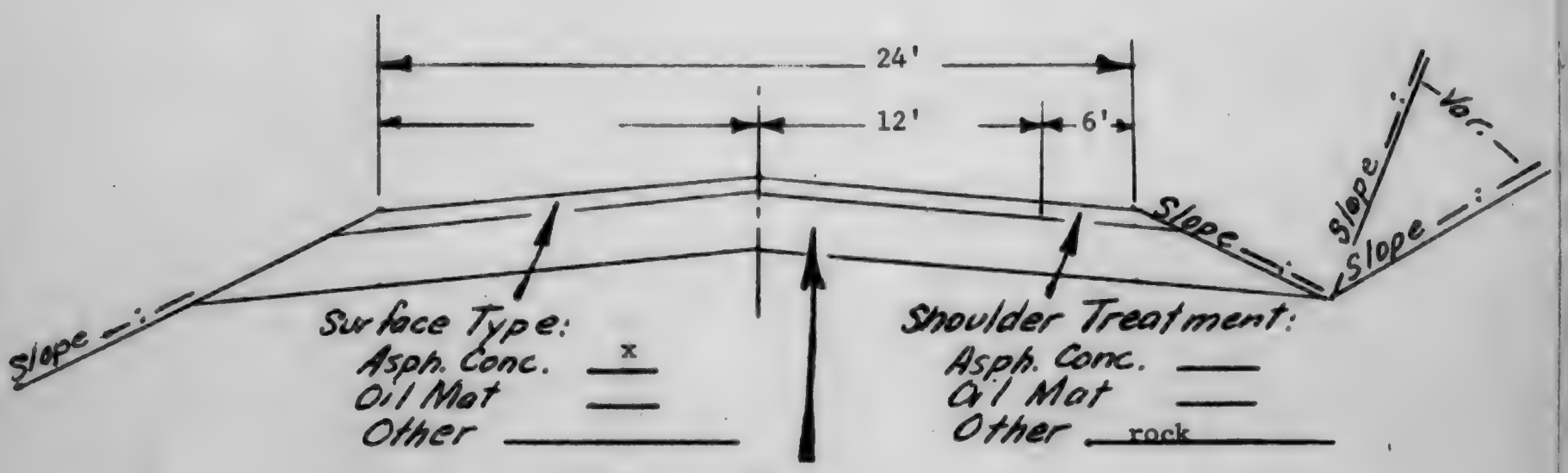
_____
O.S.H.D. Field Engineer

Date 1-28-71

69-a, FAS-C

TYPICAL SECTION

Approaches



No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___

NOTED
H. S. COX

Mr. A. E. Almcrants
Hood River County Executive
Courthouse
Hood River, Oregon 97031

July 14, 1970

FAS 349
ST # 174

Dear Al,

This is to advise that the Bureau of Public Roads has approved system action for placing the Button Bridge on the Federal Aid Secondary System. You will recall in previous conversations that this was the first step in getting the Button Bridge replaced by using FAS funds.

The next step is to receive an FAS-C project application form from the County. You will find enclosed two copies of an application form. Please return one completed copy to this office. We will then be in a position to present your proposition to the front office for further consideration.

Very truly yours,

H. S. Cox
County and City Engineer

By: Robert H. Prange
Rural Engineer

RHP:ljt
Enclosures

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arensdorf

NOTED
MAINOR C. HOLMES

NOTED
RICHARD BLADORN

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

A. E. ALMCRANTS
COUNTY EXECUTIVE
TEL. 386-3970

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
JAN Y. KURAHARA, VICE CHAIRMAN
JERRY ROUTSON
CLARENCE N. AMOTH
BRUNO HUKARI

HOOD RIVER, OREGON

January 26, 1970

RECEIVED
JAN 27 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

Mr. H. S. Cox
City-County Engineer
Oregon State Highway Department
Salem, Oregon

Dear Si:

Please find enclosed application form which we are to sign, and on which I understand we can get assistance in filling out the missing data.

I am also sending along a copy of our letter of December 9, 1969 as this is a little different type of project wherein we hope to get a "grant".

Construe this as a request to file for additional FAS funds.

Your help is appreciated.

Sincerely,

A. E. Almcrants
County Executive

AEA/ds

Enclosures/ 2

After we receive your clearance we can get the Board to Sign.
O.K. ?

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon 97310

RE: Encumbrances of Future Anticipated
Federal Allocations of FAS Funds

Dear Sir:

Hood River County hereby requests an advance on its anticipated future Federal allocation of FAS funds in the amount of $ 246,000. This is the estimated additional fund needed by Hood River County for the Button Bridge Section (Interstate 5 & 35) Section on Button Bridge County Road, FAS 349. Since Hood River County's annual Federal allocation is approximately $ 82000, this represents all or a portion of its funds for the fiscal years 20, 21, 22, and these funds will be replaced by the allocations to the County for these same fiscal years.

This request is in accordance with the agreement which was approved by the Association of Oregon Counties' Board of Directors at their meeting of August 15, 1969, and approved by the Highway Commission at their November 18, 1969, meeting. By this agreement, county Federal allocations became a revolving fund and permits any county to encumber its future anticipated Federal allocations for three years or less. It is also understood that each county must clear up all encumbrances of its FAS allocations before additional allocations can be advanced. Be it further remembered that no advancement on future anticipated Federal allocations can be honored until all present available allocations have been expended.

This request was signed at a duly authorized session of the Hood River County Court/Board of Commissioners at Hood River, Oregon, on Jan. 21, 1970

Hood River County, by and through its County Court/Board of Commissioners

By _____
Judge/Chairman

By _____
Commissioner

By _____
Commissioner

RECEIVED
JAN 27 1970
ENGINEER
COUNTY & CITY DIVISION

ASSOCIATION OF
OREGON COUNTIES

POST OFFICE BOX 2051
SALEM, OREGON 97308

January 16, 1970

TO: All County Courts and Boards of Commissioners

FROM: P. Jerry Orrick, Executive Secretary

SUBJECT: Encumbrance of Future Anticipated Federal Allocation of FAS Funds

As previously indicated in our 1969 Pre-Convention Report, the State Highway Division reported to the AOC a backlog of $6 million in unexpended Federal Aid Secondary-County (FAS-C) funds. Mr. H. S. Cox indicated that the existing method of "borrowing" such unexpended federal matching funds by agreement between individual counties had not been satisfactory. As a result of this report, the AOC Roads and Parks Committee and Board of Directors approved the implementation of a revolving fund administered by the State Highway Division permitting counties to encumber anticipated FAS-C funds up to three years in advance.

In light of this new provision, the Highway Division has issued the enclosed "Policy and Procedures for FAS Advance Program" outlining the administrative regulations of the program. Also enclosed is a suggested form letter to be used by counties in requesting an FAS-C advance.

BP:lg

Enclosures

cc: All County Commissioners
County Engineers and Roadmasters

Policy & Procedures for FAS Advance Program

1. Advance monies may not exceed three times the estimated annual allocation.

2. Advance request will be made and processed subsequent to bid opening of project on which advance is being made.

3. County-City Division shall be advised at time of job application if an advance request on future funds will be made.

4. All current FAS funds must be used before an advancement of future funds will be granted.

5. Accumulation of current FAS allocations must equal, or surpass, former advancements before additional advancements will be granted.

H. S. Cox
County-City Engineer

HSC:ljt
10/10/69

Originals 7 #174 this w/ST

RECEIVED
JAN 27 1970
ENGINEER
COUNTY & CITY DIVISION

364 - 2171

December 9, 1969

Oregon State Highway Department
Salem
Oregon

Attention: Mr. H. S. Cox
City - County Engineer

Subject: Button Bridge

Dear Si:

We have received the preliminary plan and the cost estimate for Button Bridge, and hope that we can all continue to work harmoniously toward an early implementation of a new bridge program. Of course the first action for such a project requires approval of our request to gain FAS rating for that section of the right-of-way from the junction with Highway 35, and FAS 349, and we would like to recommend that the Button Bridge Extension be designated as an extension of the former highway, and be an addition to FAS 349. This should simplify the processing, present a very logical approach, and eliminate the need for applying another and separate classification.

Assuming that either the above suggestion, or some other FAS designation for the road can be determined, it is then a matter of financing, and this could conceivably mean a great loss of time, and time is vastly important as the current condition and capability is quite substandard and even most hazardous.

As the estimates indicate a probable cost of $500,000.00 it does present a problem as we neither have sufficient FAS funds accumulated, nor have we budgeted sufficient local funds to cover our percentage of a job of this magnitude; in fact, even if we take advantage of the new legislation allowing a County to utilize FAS funds against the future potential we would not be in a position to pursue the problem for some three more years. It appears to our representatives that as the present Button Bridge is partially maintained by the State Highway Department, and as it handles a considerable amount of State Highway generated traffic that the Oregon State Highway Department might absorb fifty percent of the estimated cost as then we would be in a position to pursue the project. It is a certainty that we will have to live with this problem for another year, but we all hope it can be resolved by the commencement of the winter season, and prior to Christmas of 1970.

Please see the attached letters from the local interests relative to this road and bridge which handles a considerable traffic load; in fact many of the vehicles and pieces of larger rolling stock use this bridge to bypass the Hood River business district. In fact, some people prefer to go this route rather than cross the narrow Hood River Bridge which incidentally was scheduled for replacement on the premise that it was unsafe.

We do have a real problem, but hopefully it can be resolved if the section in question can receive an FAS designation and the Highway Department can allocate certain funds to stretch all currently available FAS funds so that we can realize a program that will facilitate the State Highway generated traffic, be a substantial inducement to development in the Upper Valley, and prevent a loss of life, and/or damage to vehicles and equipment.

I would hope you may be able to offer some solution to our dilemma as it is a matter that involves all of us quite significantly.

Sincerely,

A. E. Almcrants
County Executive

AEA/ds

Enclosures/ 10

OREGON STATE HIGHWAY DEPARTMENT

TO: City / County Engineer
H. S. Cox

SUBJECT: Button Be # 24718
Hood River County

FROM: Christensen Bridge Dept.

DATE: Dec 4, 1969

Attached find 3 copies each of Preliminary Plan & Elevation Dwg No. 24993 and the preliminary estimate.

NOTED
H. S. COX

Duane A Christensen
(SIGNATURE)

PLEASE REPLY HERE

Two copies of plan and estimate given to Carlos Van Elsberg 12-4-69

DAH

NOTED
HAROLD REYNOLDS

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAURICE HOLMES

NOTED
P. D. Arensmeier

CC:

(SIGNATURE)

(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

NOTED
DON HARWELL

2

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION
PRELIMINARY
ESTIMATE SHEET

Bridge Name BUTTON BRIDGE County HOOD RIVER Bridge No. 2471 B
Section and Station _____ Highway CO. CONN. TO MT. HOOD HWY
Estimate Made By GEO. V Date 11-4-69 Checked By _____ Date _____
Description R.C. SLAB 3 - 4SPAN SERIES = 599'-0"
41-56-56-41, 48-66-62-45, 40-52-52-40
44' Rdwy.
Estimate From ~~No plans~~ Sketch
(Strike out the ones which do not apply) ~~Completed plans~~; Drawing No. 24993
Calculation Book No. _____ Loading H5-20

ITEMS	UNIT	QUANTITIES Substruct.	Superstruc.	Total	COST Rate	Amount
Shoring, Cribbing Etc.	All	-	-	-	-	$ 10,000.00
Structural Excavation	Cu.Yd.	870	-	870	$ 8.00	6,960.00
Excavation Below Elevation Shown	Cu.Yd.		-			
Untreated Timber Piling	Lin.Ft.		-			
Treated Timber Piling	Lin.Ft.		-			
Steel Piling	Lin.Ft.	3,290	-	3,290	5.00	16,450.00
Prestr. Conc. Piling	Lin.Ft.		-			
Drive Timber Piling	Each		-			
Drive Steel Piling	Each	121	-	121	70.00	8,470.00
Splice Steel Piles	Each		-			
Drive Prestressed Concrete Piling	Each		-			
Class "A" Concrete 3300#	Cu.Yd.	450		450	70.00	31,500.00
Concrete 4000#	Cu.Yd.		2,010	2,010	85.00	171,000.00
Metal Reinforcement (@ 240#/Ft³)	Lbs.	106,500	472,000	578,500	13.5¢	78,100.00
Lumber	F.B.M.					
Structural Steel	Lbs.					
Structural Steel	Lbs.					
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-	600	600	$ 7.50	$ 4,500.00
Metal Parapet Rail # 23937	Lin.Ft.	-				
Metal Parapet Rail #	Lin.Ft.	-				
						$ 20,000.00

RR COSTS

600' (44' Rdwy) = 26,400 Ft²

$ 356,980 / 26,400 = $ 13.52 / SQ FT OF RDWY w/o CONTINGENCIES

Removal of old Bridge	All	-	-	-	-	10,000.00
Maintenance of Traffic	All	-	-	-	-	

Subtotal $ 356,980
Plus 40 Per Cent For Engineering & Contingencies 142,820.00
TOTAL COST $ 499,800.00

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
September 18, 1969

To:

Memo to the File

SUBJECT:

Hood River County "Button Bridge"
Near East Hood River Interchange
City of Hood River

On Wednesday, September 17, 1969, Mr. Don Harwell and I met with the Hood River County Commission and the Hood River City Council and the mayor at the courthouse. Also present were Messrs. D. A. Erickson, City Administrator; A. E. Almcrants, County Executive; and Carlos VanElsberg, Director of Public Works for Hood River. Incidentally, one of the city councilmen is Mrs. Jernstedt.

The point of discussion was the narrow timber structure which crosses over the Union Pacific Railroad tracks and carries traffic from our East Hood River interchange and the White Salmon Bridge over the tracks to a connection with the old Columbia River Highway and the Mt. Hood Highway. The county is concerned with the condition of the structure and the adequacy of the structure, and feels that it lacks sufficient funds to program a replacement in the foreseeable future. They indicated they might possibly have to close the structure, thus forcing this traffic across our narrow bridge into the city of Hood River for access to the freeway.

The city and the county both felt that something had to be done, but that they didn't have the means to take action. We indicated the facility was not on our system, that a shotgun estimate had previously been made which indicated a cost of replacement by means of a 44-foot structure, more or less of equivalent length, of half a million dollars. We also indicated the many places on the system, including the narrow concrete structure crossing the river in town and also the sections of the Mt. Hood Highway south of town, that needed replacement and up-grading at considerable cost.

Various ramifications of the condition of the structures and the facilities, and the apparent convenience and need for a tie between the White Salmon Bridge, our freeway and the Mt. Hood Highway were discussed back and forth. On conclusion, they asked what we could recommend. We indicated that if they did

not have funding in sight to improve their bridge, that the first step could possibly be to place that short section of highway on the Federal Aid system, thus making it eligible for other monies, and that in addition, if the structure needed replacement and would have to be replaced by someone, they should probably request a design so that costs could be determined.

We then adjourned and went to the Elks Club for a very nice lunch. At the luncheon, I asked them if they had any criticism relative to our maintenance in the Hood River area this past year, and both the city and county felt that we had done an excellent job.

L. W. Rulien
Division Engineer

LWR:fb
cc Forrest Cooper
F. B. Klaboe
H. S. Cox
M. W. Stovall

RECEIVED
SEP 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FAS 341
Hood R. Co

September 9, 1969

Mr. A. E. Almeranta
County Executive
Hood River County Courthouse
Hood River, Oregon 97031

RECEIVED
SEP 11 1969
ENGINEER
COUNTY & CITY DIVISION

Dear Mr. Almeranta:

This is to advise completion of the contract for construction of a bridge over the east fork of the Hood River. If, within the scope of our construction agreement or contract, there are additional or corrective items to be taken care of in connection with this project, please advise and we will have them taken care of. If not, I would appreciate a written indication from the County of the acceptance of this project.

I indicated to Mr. VanElsberg that we would assist him in establishing line and, in the initial construction, staking for the approach fills. I have been unable to locate any plans for the approach fills and roadway section. Probably we have nothing on this since the County was to perform this work. We will be happy to assist in this staking; however, the desired roadway section will first have to be worked out.

I understand from Mr. Rodriguez that you would like to have someone from the Department meet with the commissioners regarding this project. Mr. Rulien will be in Hood River on September 17 to discuss the Dutton Bridge with the county commissioners. He will at that time be prepared to discuss the recently completed contract.

NOTED
HAROLD REYNOLDSON

Very truly yours,

L. W. Rulien
Division Engineer

A. C. Harwood
Assistant Division Engineer

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

9-17-69
San Carlos
all okay -
Rulien will
handle soon

Send to R.S. Cook

Noted
Oscar H. Norbeck

NOTED
MAINOR C. HOLMES
by

NOTED
L. A. Almeranta

ACH:nlb
cc: E. Rodriguez

Form E-136—30M

Oregon State Highway Department
BRIDGE DESIGN SECTION

Sheet 1

Bridge Columbia River (Button) Br. Approach ... County Hood River

Calculations by WOOD Date Sept. 4, 1968 Bridge No. 2471 A

Requested by Bob Prange

NOTED
T. C. ROAKE

Approx. exist. length = 500'

County will probably remove exist. structure.

Assume new structure length = 500'
Rdwy. width = 44'

500 x 44 = 22,000 □' @ $15 = $330,000
+ 40% E&C = 132,000
$462,000

Total Length of Bridge (Speedometer) 580'

(according to agreement) → State Responsibility Sta 1214+17 to 1216+46
for a total of 229 feet. (39 ± %) 197,500

NOTED
H. S. COX

approx → County Responsibility. Scaled distance 351 feet
(60 ± %) 302,500

Harwell delivered copy of this to Hood Riv. County 9-11-68 RHP

NOTED
P. B. Arnesen

NOTED
MAINOR C. HOLMES

RECEIVED
SEP 5 - 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Hwy 24, Hood R Co
"Button" Bridge
Connection

OREGON STATE HIGHWAY DEPARTMENT

NOTED
H. S. COX

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

August 28, 1969

Mr. A. E. Almerante
County Executive
Hood River County
County Courthouse
Hood River, Oregon 97031

RECEIVED
AUG 29 1969
ENGINEER
COUNTY & CITY DIVISION

Dear Mr. Almerante:

Reference is made to your August 22 letter concerning traffic problems in the Hood River area.

L.W. Rulien As a start, I will ask Division Engineer ~~J. F. Putnam~~, together with H. S. Cox, County-City Engineer, to meet with you in Hood River at an early date to go over the situation on the ground.

Following this contact, we will give the matter careful review and consideration.

Very truly yours,
Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
J. F. Putnam

NOTED
R. H. PRANGE

9-17-69
Rulien-Harwell met with Co-Cty re: Hwy matters, big concern was for improvement of "Button Br." & Hwy 35 (Hood River) Br. - told them to request design on "Button" & apply for FAS-C ($500,000 Estimate) Hwy 35 bridge money not available Memo forthcoming from Rulien by Dan H.

NOTED
HAROLD REYNOLDSON

NOTED
R. L. Porter

Noted
Oscar H. Norberg

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

9-2-69 Putnam forwarding this to Rulien we will set meeting for (OR) week of 9-17

8-27-69
Cooper called on This I related the past (recent) discussion on this
Dan H.

Hwy 26, Hood River Co.
"Button" Bridge

RECEIVED
AUG 27 1968
ENGINEER
COUNTY & CITY DIVISION

BRIDGE DIVISION

NOTED
H. S. COX

Name of Job Hood River Viaduct. Contract No. _____

Highway Mt. Hood Loop:- Hood River Co. Job No. _____

Contractor _____

_____ Initial)
_____ Intermediate) Inspection was made by A. A. Rear - Cobb Van Elsberg
_____ Final) on Aug 16. 1968 .
_X_ Special) Date

REMARKS: Purpose of this inspection was to check the adequacy of the timber structure between Hwy 135 & I-80-N. County crews had opened the end bent and exposed some rotten treated timber posts. These posts are scheduled for replacement. I advised Co. to support the end span on a grillage and carry the traffic on that until a decision was made on replacement of the structure.

There are other areas where there are failures in either the stringers, caps. or deck plank. Div. will assist Co. in locating rot in timbers and advise them on temporary repair.

County wants to replace the structure with 32' to 36' deck structure. and improve the alignment.- About 40% of this structure is the responsibility of the state.

NOTED
HAROLD REYNOLDSON

cc: Div. Engr. ~~Co~~ Rolien
Res. Engr.
Br. Engr.
Co. City - Co X>L

Alfred A. Rear
Signed

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

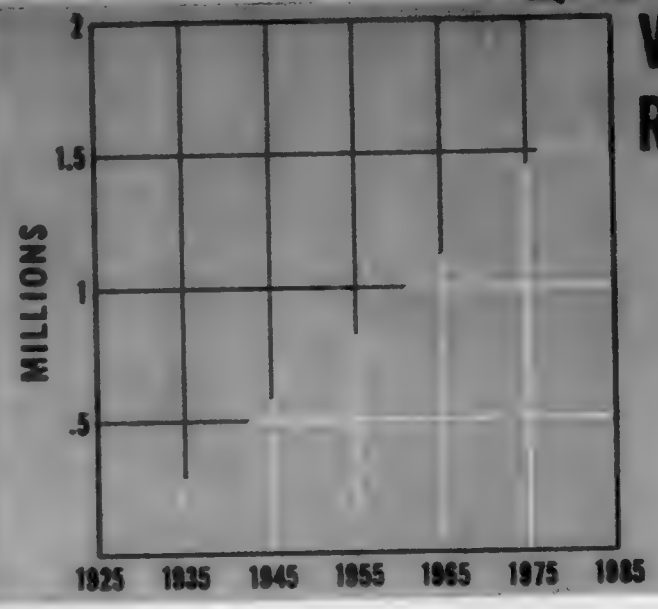
NOTED
MINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

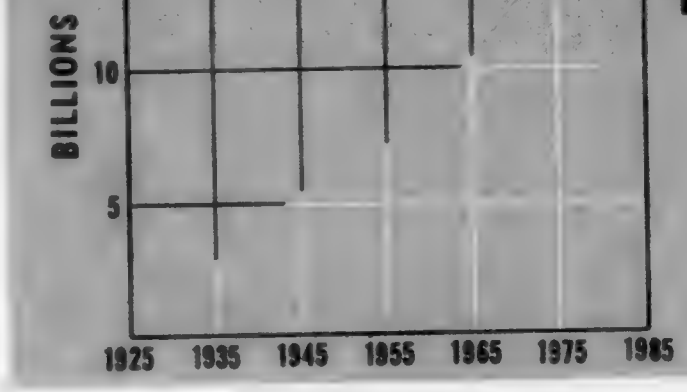
"Button Bridge"

VEHICLE REGISTRATION



(Vehicles in Millions)

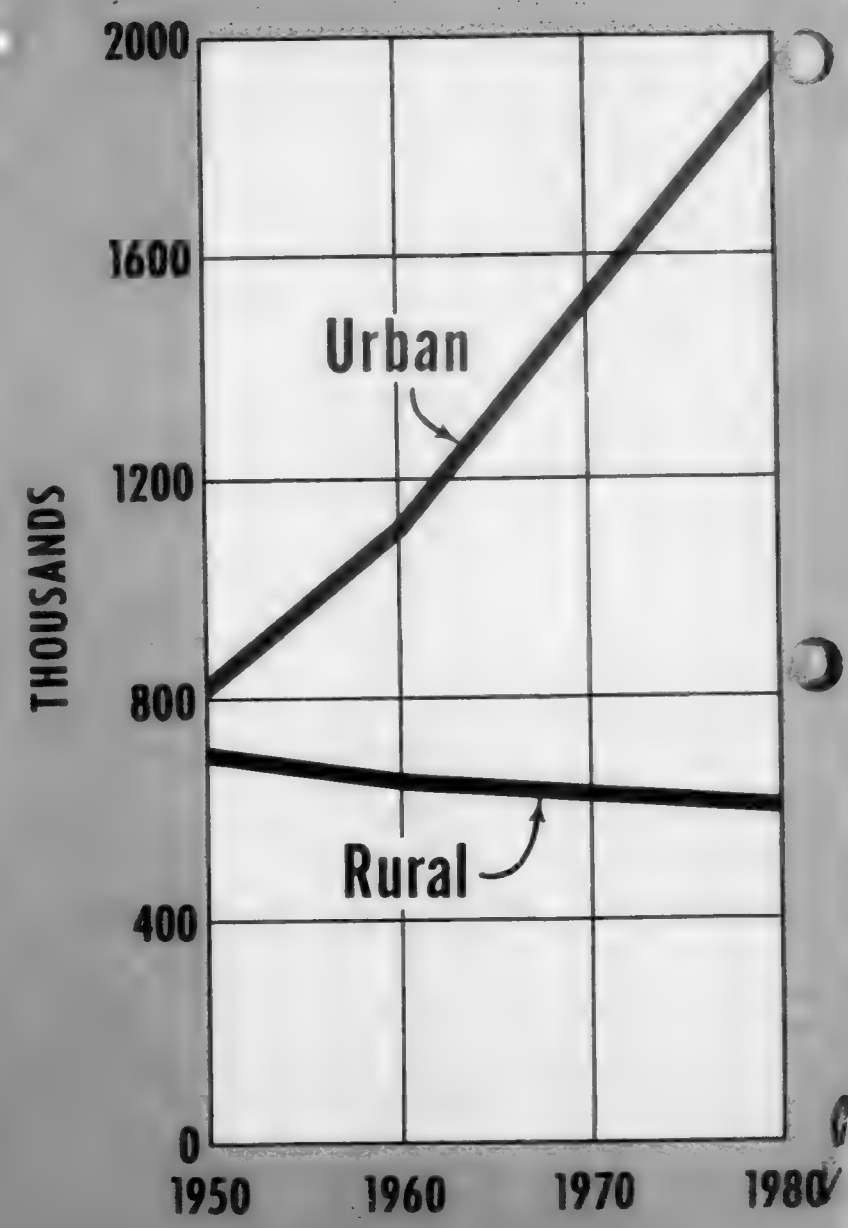
MOTOR VEHICLE TRAVEL



(Vehicle Miles in Billions)

RECEIVED
COUNTY & CITY SECTION
MAY 31 1972
ENGR. COOR. OE AE UE
UPE CE RE RPE

OREGON POPULATION TRENDS



EAST HOOD [R]IVER INTERCH[ANGE]

See Sheet 13B For Profiles

"FR" 7° C.L. Δ 23°26'20" T3 169.79

Reinstall Salvaged Guard Rail-250'

Const. Temp. Road Conn.

"R" Lt. LINE

"FR" Pt. 1214+92.83 P.T.

1216

"H" 1216+ P.S.

"N" 200' Sp. S 8°00' D 4.0

"H" 1217+77.93 P.S.

"H" 1218+08.21 P.S.C.

"H" 8° C.L. Δ 25°59' T3 265.06

"H" 1219+31.75 P.C.S.

R/W Line

1220

1215

10' R.

N. 87° 22' 20" E.

Future Asph. Conc. Traffic Markers, Type L.

Const Metal Guard Rail-225'

Salvage Barricade

7° 22' 20" E.

"C" Curb

Rt. LINE

Const. Conc. Retaining Wall Class "A" Conc. 64 C.Y. Metal Reinf. 7,900 Lbs. Structural Exc. 297 C.Y. Dwg. Nos. 15288 & 16013

12' Lt. "L" Fd 1213+50 P.O.T. = "B" 1213+50 P.O.T.

"FR" Rt. 4+06.3 P.C.

"FR" 20° C.R. Δ 34°56.30 T 90.16

Structure - 300'

R/W Line

1213

Const. Type "C" Curb

"FR" Rt. 9+12.6 P.O.T. 1218+08.21 P.S.

S. 86° 41' 40" E.

"B" LINE

"C" 240'-30' S 8°-24' Δ 2.5167

Reinstall Salvaged Guard Rail-200'

S. 57° 41' 10" E.

"FR" Rt. 6+15.54 P.O.T. = "C" 1215+74.01 P.O.C.

"C" 30° C.R. 102.06' 236.27 D 13

45' R.

"FR" Rt. 8+13.93 P.T.

55' R.

"FR" Rt. 8+60.84 P.T.

Δ 103°45'20" T 70.09

℄ of Dike

"FR" Rt. 5+81.02 P.T.

Remove Existing

"C" 1214+10 P.C.

"FR" Rt. 7+16.26 P.C.

"C" 1217+ P.T.

"L" Fd 1217+ P.C.C.

"C" 1221+85.9 = "A" 22+56

+00 Inst. 18" Pipe - 40' Dr. Exc. 16 C.Y.

Const Timber Pile Trestle & Steel Beam Span 23'-3" Roadway Dwg. Nos. 16062-16064 Incl.

Inst. 18" C.M.P. - 94' Inst. Tide Gate Inst. End Section Dr. Exc. 5 C.Y.

MITCHELL POINT-HOOD RIVER SEC. COLUMBIA RIVER HIGHWAY HOOD RIVER COUNTY				SHEET No. 13A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-3(20)61		See Index

7V-170.

— State
— County

"A" LINE
"K" LINE
"C" LINE
"B" LINE

Const. Road Connection Rt.
Eng. Sta. 16+50
"A" 15+76
"A" 5° C.R. Δ 37°10'10" T=385.30'
Const. Detour
Inst. 10" Coated Steel Pipe - 330'
Dr. Exc. 237 Cu. Yds.
Adjust Existing 10" Steel Pipe
See Dwg. No. 16661 for details
Existing R.C.D.G. Structure - 100'
M-20 Loading 30' Rdway.
Widen 43'-10½" Lt
Dwg. No's. 15842-15844 Incl.
S-267, 9233 & 14660
"B" 1222+70.97 P.O.T. =
"A" 17+60.98 P.O.G.
"B" 1221+79.72 P.C.
"A" 17+97.27 P.O.C. =
10' Steel Pipe 4 +67
Inst. 18" Pipe - 46'
Inst. 2 End Sections
Const. Outlet Ditch
Dr. Exc. 19 C.Y.
Abandon 10" Pipe
Inst. 30" Corr. Metal Pipe - 10'
Exc. 18 Cu. Yds.
"A" 19+41.04 P.T.
"A" 19+49.65
Const. Conc. Sump
Class "A" Conc. - 37 Cu Yds
Metal Reinforcement - 10185 #
Struct. Exc. - 156 Cu. Yds.
Dwg. Nos. 16,661 & 14,660
"K" 1° C.L. Δ 6°06'10" T=405.82
Const. Detour
Future Pavt. Edges
"B" 1227+17.93 P.S.C.
Remove Existing 18" Pipe - 52'
Inst. 30" Corr. Metal Pipe - 62'
Dr. Exc. 93 Cu. Yd.
"A" 21+27.96 P.O.T. =
"B" 1221+96.86 P.O.T.
"C" 7° C.L. Δ 36°40'30" T=392.18
"C" 1223+31.58 P.C.S.
+33 Inst. 18" Pipe - 84'
Inst. 2 End Sections
Dr. Exc. 34 C.Y.
"C" 240'-50' S 8°24' O 2.9167
"C" 1225+71.56 P.T.
Remove Traffic Separator - 150'
(Cl. & Gr.)
N 71°53'00" E.
"B" 1227+17.93 P.S.C.
"C" 1226+18.76 P.S.
2"-8 4.3 B 1000-SP S 5.0% a. 0.1
Inst. 1½" Electrical Conduit - 212'
Inst. 18" Pipe - 52'
Inst. 2 End Sections
Dr. Exc. 20 C.Y.
2"-EB
240'-50' S 8°24' O 2.9167
+00 Inst. 18" C.M.P. - 48'
Inst. 2 30° Elbows
Inst. 1 End Section
Dr. Exc. 10 C.Y.
"C" 1228+58.76 P.S.C.
"C" 7° C.R. Δ 17°15' T=294.63

7896 Gold Hill (5th Ave.) Sec. in the 1973
City of Gold Hill
(Grading and paving)

C+A 4627 1-22-73

Date March 22, 1974

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1973

Contract # 7896 Prefix 315-1723 Survey Prefix 315-1499

Street 5th Avenue

City Gold Hill

Payments to Contractor (see attached voucher) ..... *	$ 9,904.91
Engineering and Contingencies	1,666.20
Survey: Total $ 1,761.78 Prorated Share	---
TOTAL	11,571.11
Agreed State Share	11,571.11
Agreed City Share	---
City Advance Deposit	---

Reference: Outside Billing none

*Includes interest in the amount of $1.47

RU

OREGON STATE HIGHWAY DIVISION

SALEM, OREGON 97310

PAYEE

Copeland Paving Inc.
P. O. Box 608
Grants Pass, Oregon 97526

REMITTANCE ADVICE
ENCLOSED CHECK PAYS
CLAIM DETAILED BELOW.

			$
Contract No. 7896	Est. 3 - Final	Principal	595.04
		Interest	1.47
			596.51

sg

02131

A-53 (REV. 10-73)

ACKNOWLEDGEMENT OF RECEIPT OF CHECK
IS NOT REQUIRED

SP*53088-734

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: JACKSON | CONTRACT NO.: 7896 | ESTIMATE NO.: 3 | PREVIA NO.'S:

HIGHWAY: CITY STREET | FEDERAL AID PROJECT NO.:

SECTION: GOLD HILL (5TH ST)

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	9N GENERAL EXCAVATION	LUMP SUM	2500,0000	100,000	2500,00	2500,00
002	9N 11[illegible]-0 AGGREGATE BASE 6-INCHES THICK	SQ YDS	1,4600	1,980,440	2891,44	2786,32
003	9N CLASS C ASPHALT CONCRETE 3-INCHES THICK	SQ YDS	2,2500	1,822,890	4101,50	4101,50
004	9N 12-INCH CULVERT PIPE	LIN FT	5,7500	54,000	310,50	310,50
	PRICE AGREEMENT ITEMS					
30101	9N CONSTR & PAVE DRIVEWAY	ONLY	100,0000	1,000	100,00	100,00

DATE: 09 27 73 PG. 01 7896	TOTAL CONTRACT ITEMS	9903,44	9798,32
PREVIOUS VOUCHER NO.: 11236	% RETAINED ON CONTRACT ITEMS		489.92
CHECKED BY: CP/ac	FORCE ACCOUNT		
ENGINEER OR AUDITOR: B.E. Brown	TOTAL PAYMENTS	9,903.44	9,308.40

CONTRACT NO.	ESTIMATE NO.	FEDERAL AID PROJECT NO.
7096	3	

	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	2500,0000	1,000	2500,00	2500,00	
	1,4600	1,960,440	2891,44	2786,32	105,12
	2,2500	1,822,890	4101,50	4101,50	
	5,7500	54,000	310,50	310,50	
	100,0000	1,000	100,00	100,00	

7896

October 4, 1973

United Pacific Insurance Company
Fidelity & Surety Dept.
P. O. Box 1215
Tacoma, Washington 98401

Gentlemen:

On October 1, 1973, we wrote to you concerning release of final payment on Contract No. 7896 awarded to Copeland Paving, Inc., for work on 5th Avenue in the City of Gold Hill in Jackson County.

Final payment on this contract is $593.04 and the total contract amount is $9,903.44. No work was performed under Bond account.

Very truly yours,

C. W. Reid, Manager
ADMINISTRATIVE SERVICES

bc
cc Copeland Paving, Inc.
P. O. Box 648
Grants Pass, Oregon 97526

bc C. T. Hanney
Walt Hart
V. E. Stong
Attn: Dick Hanek
Alfred Shirley

7896

S

September 27, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7896, Work Completed August 14, 1973

Project Gold Hill (5th St.)

Highway City Street, County Jackson

Type of Work Grading and Paving

Contractor Copeland Paving, Inc.

Recommended Acceptance Date September 26, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 24, 1973 for your formal concurrence.

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

VG:pr

SCA

JOHN A. CLEVER, MAYOR

CITY OF GOLD HILL

JUDY FOUTS, RECORDER-TREASURER

GOLD HILL, OREGON 97525

September 13, 1973

Contract # 7696

State Highway Commission
Mr. Bill Brown
P. O. Box 368
Medford, Oregon 97501

Dear Mr. Brown:

The City of Gold Hill hereby officially accepts the paving project on 5th Avenue recently completed by Copeland Paving, Inc. The length of the project was approximately one and a half blocks long, from 11th St. East.

We appreciate very much being included in the allocation for streets not a part of the state highway system. We feel this is a great help in extending 5th Avenue to the West.

Sincerely,

Judy Fouts

(Mrs.) Judy Fouts
City Recorder

RECEIVED
COUNTY & CITY SECTION
SEP 17 1973
☐ ENGR. ☑ GEOR. ☑ CE ☒ RE ☑ UE
☑ UPE ☑ CE ☐ RE ☒ RPE ☐

7896

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Gold Hill (5th St)	SECTION: Gold Hill (5th St)	WEEK ENDING: August 18, 1973
		SECTION PREFIX: 315-1723
	HIGHWAY: City Street	COUNTY: Jackson
	KIND OF WORK: Grading & Paving	
CONTRACTOR: Copeland Paving Inc.	CONTRACT NUMBER: 7896	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 1, 1973	DATE WORK STARTED: July 31, 1973	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 11 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 40	CALENDAR DAYS USED: 15
PROJECT AUTHORIZATION: $ 11,888.31	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 38
EXCLUSIVE OF ENGINEERING: $ 10,850.00	ENGINEERING AUTHORIZATION: $ 1,038.31	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 10,850.00	ENGINEERING COST TO DATE: $ 800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 77 %	DATE PROJECT WAS COMPLETED: August 14, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.09	0.09			0.09
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.09	0.09			0.09
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100	2,080			1,960
TOTAL QUANTITIES CORRECTED TO DATE	100	2,080			1,960
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100	2,080			1,960
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					8

EQUIPMENT USED DURING THE WEEK:
2 - Rollers
1 - Paver
1 - Backhoe
1 - Waterwagon
5 - Trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	1		
MONDAY	Clear	1		
TUESDAY	Clear	1		
WEDNESDAY	Clear	0		
THURSDAY	Clear	0		
FRIDAY	Clear	0		
SATURDAY	Clear	0		

Routing: Keasey, Bond, Jackmond, Herdt, Johnson, Walker, Pease, Glenn, Berg

RECEIVED
AUG 20 1973
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	One paver, 5 trucks hauling A.C. Class "C" asphalt. Two rollers and one waterwagon.
TUESDAY	Two men & Backhoe dressing rock shoulders, cleanup ect. Foreman had cutting torch and cut up gas line ect and removed them. Also brought about 4 Cu. Yds. of rock to spot with.
WEDNESDAY	No activity. Project complete.
THURSDAY	No activity Project complete.
FRIDAY	No activity. Project complete
SATURDAY	No activity.

REMARKS

The paving was done on Monday, finishing late in the evening. On Tuesday the contractor did the finishing of rock shoulders, slopes cleanup etc. Second Notification was submitted on Tuesday. Final inspection was made Thursday by J. X. Wilson, Region Construction Engineer.

This is the final weekly report.

SIGNED B. Brown LOCATION Medford

by: Wm Maeda

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7896 ○ ○ 5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 19, 1973

Copeland Paving, Inc.
P. O. Box 609
Grants Pass, Oregon 97526

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7896 for work on 9th Avenue in the City of Gold Hill in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keaney
Walt Hart
L. H. Young
Attn: Vinna Gallagher
Alfred Shirley
Bill Brown

5

7896

June 1, 1973

Copeland Paving, Inc.
P. O. Box 608
Grants Pass, Oregon 97526

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7896 in the amount of $10,263.05 on 5th Avenue in the City of Gold Hill in Jackson County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. H. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

hs

bc C. T. Keasey
Walt Hart
L. E. Young
Attn: Vince Gallagher
Alfred Shirley
Bill Brown

7896

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 21, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
May 24 Bid Letting

To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project not previously reported to the commission:

1. Halsey Intchge-Lane County Line Section
Pacific Hwy, Linn County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Terwilliger Boulevard Intchge.
Pacific Hwy., Multnomah County
Roadside Improvement Project

Same as No. 1.

3. Auburn Ave.-Estes Ave. (Baker) Section
Baker-Unity Hwy., Baker County
Grade and Pave

Footpaths and Bike trails will not be established under these projects as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and Bike Trails are not required to be established...where...other available ways or other factors indicate an absence of any need for such paths and trails." There are existing sidewalks along this project.

4. E. Main St.-Homedale Road (Klamath Falls) Section
Klamath Falls-Lakeview Hwy., Klamath County
Signal Project.

Same as No. 1.

5. Tualatin (80th Ave.) Section
Washington County
Grade and Pave Project

Sidewalks are proposed by the City and will be constructed on each side of 80th Avenue at a future date when financing is available. The project calls for construction of a berm behind the curbs to accommodate the future sidewalks.

6. Lafayette (7th Street Extension) Section
Yamhill County
Grade and Pave Project

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

Due to the anticipated lack of use and the short length of this project, the construction of footpaths and bike trails would not be practical.

7. Clatskanie (Nehalem Street) Section
Columbia County
Grade and Pave Project

Same as No. 5.

8. Lowell (Cannon & Hyland Streets) Section
Lane County
Grade and Pave Project

Same as No. 9.

9. Cave Juntion (Junction Ave.) Section
Josephine County
Paving Project

Same as No. 5.

10. Gold Hill (5th Ave.) Section
Jackson County
Paving Project and Grading

Same as No. 9.

11. Richland (3rd Street) Section
Baker County
Grade and Pave Project

Same as No. 9.

12. Odell Lake Section, Willamette and The Dalles-California Hwys., Klamath Co.
Rock Production Project

Same as No. 1.

13. Santiam Section, North & South Santiam and McKenzie Hwys., Linn County
Rock Production Project

Same as No. 1.

14. Charleston (Slough) Bridge and Eastside (Isthmus Slough) Bridge of Cape Arago and Coos Hwys., Coos County
Painting Project

Same as No. 1.

15. River Road at Irvington Drive Section
Junction City-Eugene Hwy., Lane County
Signal Project

Same as No. 1.

These matters will be on the agenda for the May 29 meeting and your approval is recommended.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
Gary Sund

JDM:jp dpy

SCA

SCHOOL DISTRICT 6

451 North 2nd Street
Telephone 664-3341
Central Point, Oregon 97501

CHARLES A. MEYER, Superintendent - Clerk

BOARD OF DIRECTORS
J. DALTON STRAUB, Chairman
RICHARD P. DUNN, Vice Chairman
JOE B. ESTREMADO
DR. MILTON R. SNOW
HOWARD S. WILSON
MRS. MEILE ORENCHAIN, Deputy Clerk

ADMINISTRATION
JAMES L. TACCHINI
Director, Secondary Education
WILLIAM B. BREWSTER
Director, Elementary Education

PRINCIPALS
ARTHUR L. STRAUB,
Crater High School
JOHN L. McCOY,
Scenic Junior High School
CHARLES E. FRISK,
Central Point Elementary School
ALLEN W. HILL,
H. P. Jewett Elementary School
GEORGE A. JOHNS,
Mae Richardson Elementary School
GILBERT A. MACK,
Hanby and Patrick Schools,
Gold Hill
WALTER DOHERTY, Vice Principal
A. J. Hanby Junior High School
ROLAND E. GRIFFITH,
Sams Valley Elementary and
Primary Schools

April 4, 1973

Mayor John Cleaver
City of Gold Hill
City Hall
Gold Hill, Oregon

Dear Mayor Cleaver:

This letter is in reference to the resurfacing of 5th Avenue in Gold Hill.

As you know a significant segment of the roadway is adjacent to the Hanby School property. It is our understanding that you wish permission from District 6 for this to happen. Thus it is that we are granting permission for spillage to take place.

Sincerely,

C. A. Meyer

C. A. Meyer, Supt.-Clerk

CAM/jmp

cc: F. E. Terpin

RECEIVED
COUNTY & CITY SECTION
APR 16 1973
☐ ENGR. ☐ COOR. ☐ SE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Rec'd 4-13-73 L.C.P.

FAS/SCA

FORM E-50 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 27, 1973

To: Earl Purdy
Resident Engineer

SUBJECT: 9th St.-11th St. (Gold Hill) Sec.
5th Ave., City Street
Jackson County

As per our phone conversation this date, I am returning herewith a letter dated March 20, 1973 from C. A. Meyer, Supt.-Clerk, School District 6, Central Point, Oregon 97501.

Said letter authorizes the State to place embankment material on school district property in connection with construction of the proposed project.

It is our understanding that the city is obligated to furnish all right of way and easements for this construction. Therefore, the school district should authorize the city to make such placement.

J. H. VERSTEEG
Region Engineer

By JOHN E. HOLCOMB
Region Office Engineer

JEH/cw
Encl.

cc H. S. Cox
L. W. Riley

RECEIVED
COUNTY & CITY SECTION
MAR 28 1973
ENGR. COOR. OE AE UE
UPE CE RE RPE

SALEM, OREGON
March 26, 1973

Mr. Victor D. Wolfe
Location Engineer

B U I L D I N G

Attn: Mr. P. L. Carstensen

SCA Project 1973
5th Avenue
City of Gold Hill

The survey data on subject section has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

H. S. Cox
County and City Engineer

By Gary E. Zehner

Gary E. Zehner
Cities Engineer

GEZ:ljt

Att.

ASST.

OREGON STATE HIGHWAY DIVISION
GOLD HILL (9TH ST. - 11TH ST.) SECTION
5TH AVENUE - CITY STREET
JACKSON COUNTY
MARCH 1973
PREFIX 315-1499

NARRATIVE REPORT

The purpose of this survey was to obtain information to prepare plans, specifications and estimates for grading and paving 5th Avenue from the end of the 1967 project, near 9th Street, to 11th Street. The length of 5th Avenue grading and paving is 0.09 mile.

This survey was begun February 8, 1973 and completed February 21, 1973. The project was returned to this office for revising and was completed March 6, 1973.

The center line of 5th Avenue, was established using monuments found at the intersection of 7th Street, 11th Street and 12th Street. The center lines of 10th Street and 11th Street were established using monuments found on 4th and 6th Street. All monuments are shown on the recorded survey for the City of Gold Hill No. 3458.

The bearings shown on the map are true and based on the above mentioned survey. The map coordinates are assumed. The elevations used are based on 1956 Adjustment Datum and run in from USC & GS bench mark as noted on the profile.

5th Avenue was stationed from west to east using 20+00 at the intersection of 11th Street and the cross streets were inadvertently stationed south to north.

The project was discussed with Mr. Kalista, City Maintenance Man, in regards to grading, possible slope easements and adjustment of City owned utilities. A 3 foot raise in grade at 11th Street intersection reflects the desire of the City so that future work to 12th Street could be accomplished. Since the agreement only allows work to be done on 5th Avenue, this raise in grade will have to be done by City forces or others. It was noted that the cost involved in raising 11th Street would run about $9,500 more.

The grade for 5th Avenue was designed using the following controls: The existing surfacing of the 1967 project and a 25 MPH stopping sight distance vertical curve at the easterly end; 15% grade to driveway in cut at station 22+20 right; 3 foot grade raise at 11th Street and future grade extended to 12th Street. A temporary grade connection to the existing level of 11th Street was designed. Since it is doubtful that the grade of 11th Street will not be raised until after 5th Street is constructed. The existing grade of dirt 5th Avenue is very poor with a flat area between 10th and 11th Streets. The new grade will be continuous, except at 11th Street as shown, with a maximum fill and cut of about 5 feet.

GOLD HILL (9th ST. - 11th ST.) SECTION
NARRATIVE REPORT CONTINUED

The existing grade of 11th Street varies with a maximum of 16.3% and has an oil surfacing in fair condition. 10th Street will have a connection to an unimproved dirt road north. Suggested future grades have been shown on the profile for 10th and 11th Streets.

The typical section proposed for this project will be two 12-foot travel lanes and 4-foot shoulders constructed on 0.02 feet per foot shed roof design.

The approved project base design consists of 1.5 inches of Asphaltic Concrete (final application), 3-inches Asphaltic Concrete (immediate) and 6-inches of 1" - 0 Aggregate Base. Commercial source for materials is suggested.

The Preliminary Soils and Geology Investigation and Supplemental Report has been made and is included as part of the location data.

A bicycle path was considered, however, due to the short length of the street to be constructed (465 feet), steep street grade and hazardous (bicycle) connection at 11th Street and lack of residences in a westerly direction, the idea did not warrant further field consideration.

There will be certain areas that will require slope easements or construct permits and have been shown on the map. It will be the responsibility of the City to obtain these easements.

There are several utilities which will have to be adjusted and xerox copies showing these utilities will be forwarded to the Region Utility Engineerfor futher contact with the City.

The construction of the project involves about 1,400 cubic yards of General Excavation, Unclassified, to be paid for on a lump sum basis; 400 cubic yards of 1" - 0 Aggregate Base to be measured and paid for on square yard basis, 6-inches thick, which includes Prime Coat and Water; 315 tons of Class "B" Asphaltic Concrete Pavement, to be measured and paid for on square yard basis, 3-inches thick; 12-inch Culvert Pipe, 8 lin. ft., to include 1 cubic yard of Trench Excavation. Other construction items necessary are included in the estimate and shown on the map and profile.

Adjustment of sanitary sewer manhole at 5th Avenue and 11th Street and permanent signing will be the responsibility of the City.

The cost of compaction of unsuitable fill area, as mentioned in Supplemental Soils and Geology Report, was set up under Additional Anticipated Items.

There is approximately 290 cubic yards excess material which can be disposed of in the south 10th Street R/W.

cc: J. E. Chidsey

OREGON STATE HIGHWAY DIVISION
GOLD HILL (9th ST. - 11th ST.) SECTION
5th AVENUE - CITY STREET
JACKSON COUNTY
FEBRUARY 1973
PREFIX 315-1499

ESTIMATE OF COST

Item	Unit	Quantity	Unit Price	Amount
1. Temporary Protection and Direction of Traffic	Lump Sum	100%		500.00
2. Clearing and Grubbing	Lump Sum	100%		250.00
3. General Excavation, Unclasified	Lump Sum	100%		4,200.00
4. Finishing Roadbed and Slopes	Lump Sum	100%		150.00
5. 1" - 0 Aggregate Base - 6" Thick	Sq. Yd.	2,030	1.80	3,654.00
6. Class "B" Asphaltic Concrete Pavement - 3" Thick	Sq. Yd.	1,900	2.25	4,275.00
7. 12-inch Culvert Pipe	Lin. Ft.	8	6.50	52.00
8. Extra for Asphalt Approach	Each	2	50.00	100.00
		Total Contract Items		13,181.00

ADDITIONAL ANTICIPATED ITEMS

Flagging		120.00
Compact Unsuitable Fill Area		150.00
	Sub Total	13,451.00
Engineering and Contingencies (20%)		2,690.00
	GRAND TOTAL	16,141.00

(No Traveled Roadway)

TENTH

(Rec. 276')

(Rec. 286')

"L" 20+00.00 P.O.T.

11th St. 5+00.00 P.O.T.

Paved Shoulder

Paved Shoulder

12' 12'

Civil St.

2

2

23

24

25

Sanitary Sewer

Sta. 23+38 ± Adjust Pole (By others)

Sta 23+

Const 16

"L" 23+60.25 P.O.T. =

10th St. 5+00.00 P.O.T.

STA 24+6

MATCH

Sta. 20+08 - 22+20 ± Adjust Gas Line (by others)

Trees & Brush

Disposal Area

House

Garage

Carport

House

Garage

School Bus Garage

Trees & Brush

Septic

4" water Line

Fence

Fence

Fence

MEMO TO THE FILES

February 14, 1973

Re: Footpaths and Bike Trails
SCA Projects
Gold Hill, Lafayette, Lowell, Mt. Vernon,
Prairie City, and Richland.

Footpaths and bike trails will not be established under these projects as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

Due to the anticipated lack of use and the short length of these projects, the construction of footpaths and bike trails would not be practical.

Gary E. Zehner

Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
W. H. Tebeau
Victor Wolfe
L. H. Young

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

7896 2-5-73

PREFIX NO. 315-1499

LOCATION PROSPECTUS
GOLD HILL (9th STREET - 11th STREET) SECTION
CITY STREET
JACKSON COUNTY

STREET: 5th Street--a city street. Not on Federal-aid or State system.

TERMINI: The easterly terminus is at the end of the existing paving near 9th Street. The westerly terminus is at the junction with 11th Street.

LENGTH: 0.095 mile.

PROGRAM: 1973 Special City Allotment Funds.

NARRATIVE: This will be a location survey for the preparation of plans, specifications and estimates for grading and paving on existing alignment. Soils investigations have been conducted. Drainage problems are not anticipated. There is a school located approximately 50 feet east of the project. A bicycle path will be considered.

TYPICAL SECTION: Two 12-foot travel lanes and 4-foot shoulders.

BASE DESIGN:
3" AC
6" 1"-0 aggregate base

MATERIAL: City source and commercial.

UTILITIES: City to handle adjustment.

AGREEMENTS: Routine Special City Allotment Project.

ADD'L FACILITIES: None affected.

RECEIVED STATE HWY ENGR						
FEB 7 '73						
REFER TO						
FO						
Info	Inves	R/D	Pvmt		Act	File

Attach
February 5, 1973
cc: J.H. Versteeg (3)
E.S. Hunter
J.B. Boyd (3)
L.E. George
W.J. Hart (3)
D.H. Moehring
J.M. Cartwright (2)
R.N. Chase
B.L. Gifford
R.D. Hector
A.D. Olson
R.W. Prentiss
R.E. Royer
W.H. Tebeau
G.C. Wills

F.B. Klaboe
R.L. Schroeder
L.E. George
F.L. Hall
C.T. Keasey
V.D. Wolfe
L.H. Young
H.S. Cox (2)
W.N. Hackleman
V.J. Johnson
R.E. Olson
J.A. Rowland
C.G. Swenson
F.E. Terpin
F.W. Yarbrough (2)

A. E. JOHNSON

7896

January 22, 1973

City of Gold Hill
City Hall
Gold Hill, Oregon 97527

Attention: Judy Fouts
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 4627

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement to 5th Avenue from 10th Street to 11th Street.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
Att.

cc H. S. Cox
(agree. att.)

7896 1-14-72

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: 5th Ave.
Highway: City of Gold Hill
County: Jackson
Prefix: 315-1499

Res. Engr. E. C. Purdy
Approx. Length 0.095± mile
Sta. _____ to Sta. _____
Date 1-19-73

Mean Truck A.D.T. 8
Traffic Coefficient 5.2
18 kip s. a. per day 1.2

Annual Precipitation 18.0"+
Frost Penetration - - -
CBR Total Requirement 15.0"

(1)

Typical Soil

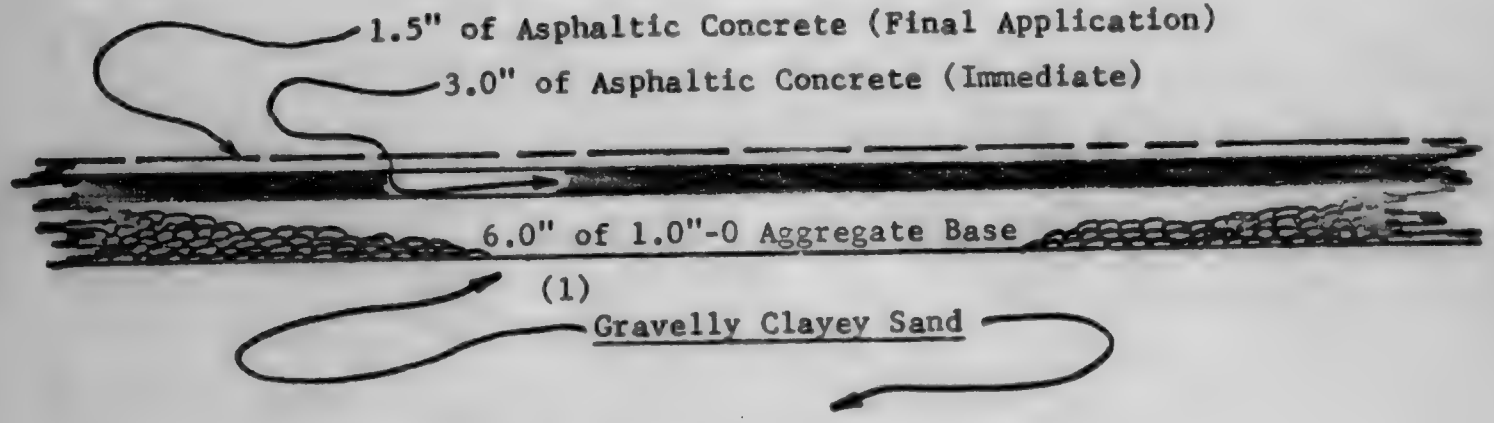
25	LL
5	PI
74	%P 10
46	%P 200
26	% Gravel
19	% C Sand
9	% F Sand
31	% Silt
15	% Clay
18	R Value
A-4	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
6.0	3.0	A.C. (I.)
6.0	6.0	A.B.
15.0	10.5	

STRUCTURAL SECTION


1.5" of Asphaltic Concrete (Final Application)
3.0" of Asphaltic Concrete (Immediate)
6.0" of 1.0"-0 Aggregate Base
(1)
Gravelly Clayey Sand

See Page 2 for remarks.

RECEIVED
E. S. HUNTER

Submitted by _____
Base Design Engineer

Recommended by _____
Engineer of Materials and Research

Recommended by _____
Location Engineer

Approved by _____
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

SECTION: 5th Ave.

HIGHWAY: City of Gold Hill

COUNTY: Jackson

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*1.0"-0 Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
Cars Only	2.0"	---	7.5"	11.5"	---

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 4.5 and a C.B.E. Requirement of 13.0". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application."

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Oil Mat	=	1.1" Aggregate Base
1.0"	Aggregate Subbase	=	0.8" Aggregate Base
1.0"	Lime Treated Subgrade	=	1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: 5th Ave.

HIGHWAY: City of Gold Hill

COUNTY: Jackson

120 Present ADT (19 73)

5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	4	1.5	6	5	450	2,250
3	2	1.5	3	3	1000	3,000
4	0	---	--	--	1250	- - -
5	0	---	--	--	3180	- - -
6	0	---	--	--	2570	- - -
				8	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 5,250

TWENTY YEAR EWL 105,000

TRAFFIC COEFFICIENT 5.2

SECTION: 5th Ave.

HIGHWAY: City of Gold Hill

COUNTY: Jackson

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: See remarks.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.095± mi.) project and traffic does not warrant the use of C.R.P.C.C.

December 12, 1972

Mrs. Judy Fouts
City Recorder
P. O. Box 315
Gold Hill, Oregon 97525

Dear Mrs. Fouts:

On December 12, the State Highway Commission approved the City's request for a 1973 Special City Allotment project to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and city map, showing the limits of the approved project. Also attached are regulations pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

Gary

for H. S. Cox
County and City Engineer

GHB:ljt
Encl.

cc: J. H. Versteeg

ENGR. COOR. UE AE UE
UPE CE RE RPE

CAVE JUNCTION – F.A. KAUFMAN 0.12 0.23 2 Pictures

July 11 24' Paving 4' Gr. Sho. No curbs
Junction Ave. from Co. Project to River St.
Ditch Drainage,
Finances available $20,000 July 1, 1972.
Met with Mr. Kaufman, Mayor and Mr. Bruner. It was decided to change project to Junction Ave. from the end of the county project to river St. I told them I'd work project up with hope that exist. could be salvaged. Possible overlay.

ROGUE RIVER – Mayor William K. Haynes 0.12 Mi.

July 11

Met with Norma Filcher, data forms sent to St. Comm., will probably send in latter part of the week.

Gold Hill – Judy Fouts, Recorder Oscars Pictures

July 11 Met with Judy Fouts and Ray Kalista, went over data forms. City wants to continue 5th Ave. from end of 1967 project to 11th St., use same typical section with Shed rock slope. City has base rock available and clearing has been completed. Street has been roughed out but still needs some grading to raise grade @ 10th St. & excavate hump west of 10th and raise grade @ 11th St. approx. 3 feet. Ray said any slope easements required could be acquired without any trouble, Just available at knowing what to get. Fairly good project.

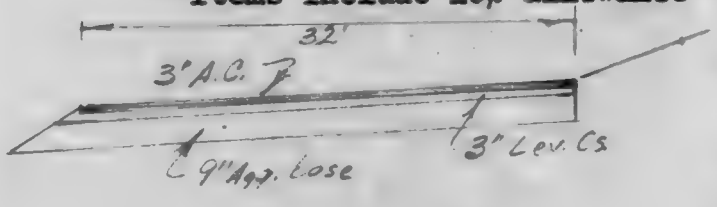
CITY: Gold Hill COUNTY: Jackson

SECTION: N. 5th Ave from 9th St. to 11th St.

Grade, base and pave. 32' St. 450' Long

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.	490	3.00	
Finishing roadbed & slopes ($1,500)	mile			
Trench excavation	c.y.	10	10.00	
Watering	M-gal.	23	16.00	
Level material (3/4-0)	c.y.	175		
Base material	c.y.	630	7.00	
Asphalt	ton	270	1.75	
Binder	all	all	1500 L.S.	
Concrete inlets	each	—		
~~Culvert~~ pipe Conc. Sewer 12" (extensions)	lin. ft.	40	6.00	
Concrete curbs	c.y.	—		

*Items include 10% allowance



Total	$
Perm. signing ($100/intersection)	
Flagging	
Total	$
Engineering & contingencies (20%)	
Total	$
City's estimated share of survey	
TOTAL ESTIMATED COST	$

1973 PROGRAM

S.C.A. Investigation Data

City of Gold Hill Date 7-11-72 Div. 3

Population: 1967 600 1972 625

Street 5th Ave. from 9th to 11th

No. previous projects 2
Last project 1967 (year)
Total SCA funds $ 36,208.32
Funds/capita $ 57.93
Average/capita $ 39.17

EXISTING

Surface now in place: A.C. ___ Oil ___ Gravel DIRT Concrete ___
Surface width: 12 feet, Shoulder-shoulder width: — feet
C-C width: — feet, R/W width: 60 feet
Remarks: Street has been rough graded but still requires approx. 4 foot cut and fill. Ray says City will have no trouble acquiring any slope easements that may be required. City wants to raise grade @ 11th St. approx. 3 feet but would do this before project would begin. Connect to 1967 project.

PROPOSED

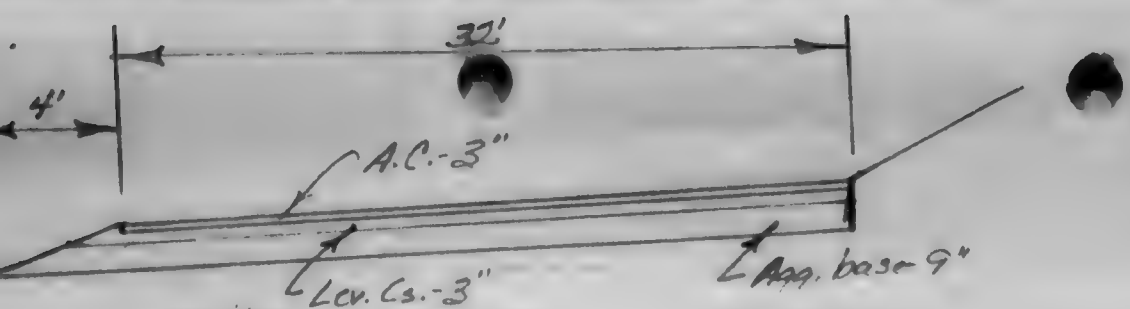
Surfacing: A.C. ✓ Oil ___ Other ___
Pave. width: 24 feet, Shoulder width 4 feet, C-C width: ___ feet
BASE DESIGN: A.C. 3 inches, Leveling 3 inches, Base 9 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: .085 mile, 450 feet. Type curb: None
Remarks: This project would complete the loop to 11th St. for school bus and other traffic. This is a fairly good project. DEG

ESTIMATE Item	Unit	Gross*	Price	From C.A.L. Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	500
General excavation	c.y.	2600	2.00 3.00	980 ~~1470~~ 7800
Finishing roadbed & slopes ($1,500)	mile	—		500
Trench excavation	c.y.	10	6.00 10.00	60 100
Watering	M-gal.	23	6.00 10.00	138 230
Level material (3/4-0)	c.y.	195	7.00	1365
Base material	c.y.	630	6.50 6.75	4,095 4252.50
Asphalt	ton	290	15.00	4,350
Binder	all	all	L.S.	300
Concrete inlets	each	—	—	—
Culvert pipe 12" Conc. Extensions	lin. ft.	40	7.00	280 240
Concrete curbs	c.y.	—	—	—

*Items include 10% allowance

	Total	$ 20,138 ~~13807~~
Perm. signing ($100/intersection)		100
Flagging		100
	Total	$ 20,338 ~~14007~~
Engineering & contingencies (20%)		4,068 ~~2801~~
	Total	$ 24,406 16808
City's estimated share of survey		
	TOTAL ESTIMATED COST	$

~~17,000~~ Say ~~16,000~~ 25,000



GOLD HILL
7-11-72

0.085 miles
450'

Gen. Exc. = $\frac{2' \times 150' \times 40' \times 1.1}{27}$ = 490 C.Y.

See Oscar N. Computation 7-14-71
2600 C.Y.

Agg. Base = $\frac{.75 \times 450' \times 35 \times 1.43}{27}$ = 6.30 C.Y.

Lev. Cs. = $\frac{.25 \times 33 \times 450 \times 1.43}{27}$ = 195 C.Y.

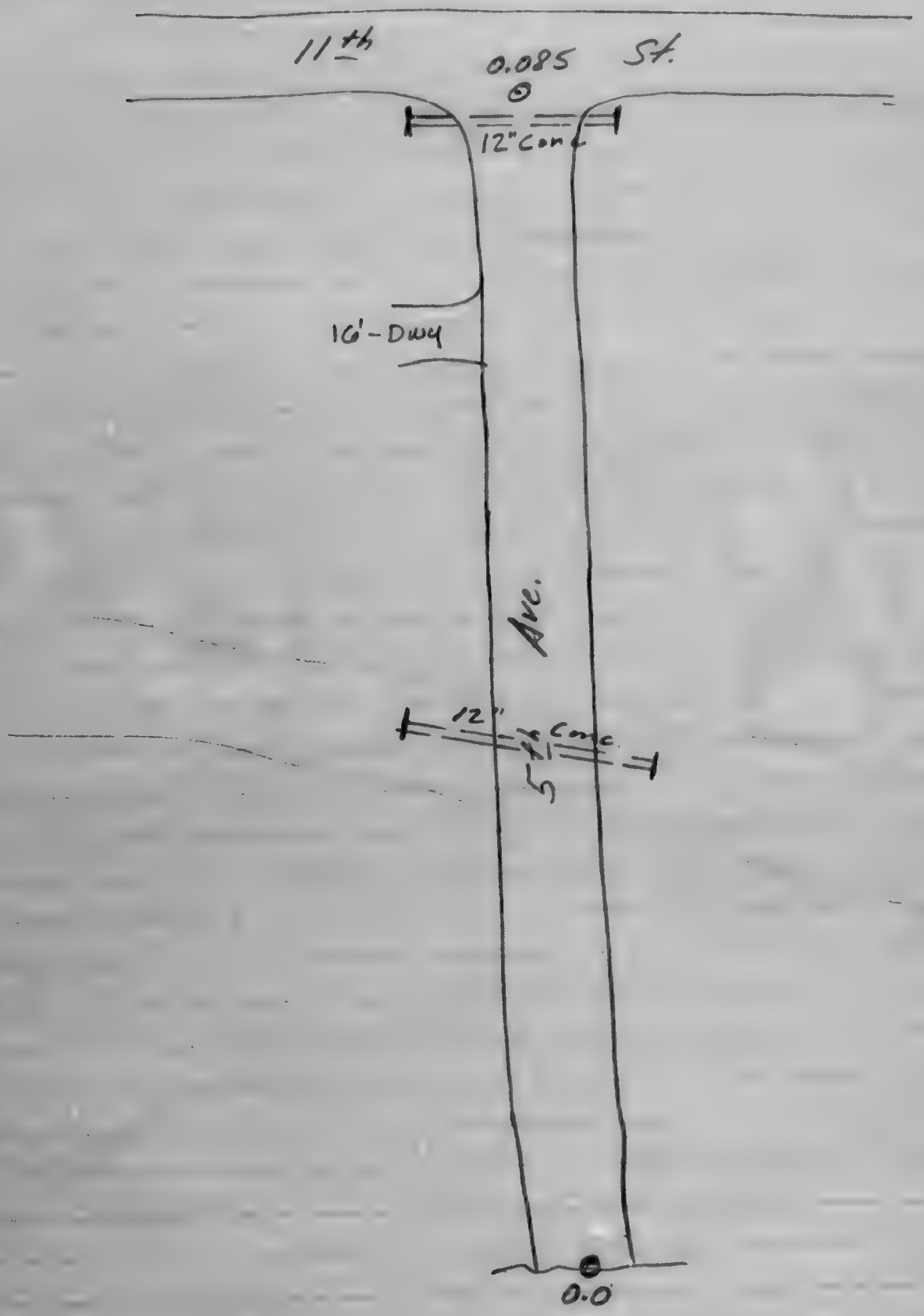
Watering = .0275 × 825 = 23 M-Gal.

A.C. = 64.2 × 4.5 = 290 Tons

BINDER - $\frac{4}{100} \times 32 \times .085$ = 300

GOLD HILL
7-11-72

0.086 Miles
450 Feet



Gold Hill (5th Ave.) Sect[illegible]
Grading and Paving

NO.	ITEM AND	QUANTITY	UNIT	UNIT PRICE	AMOUNT
001	CLEARING AND GRUBBING	1.000	LUMP SUM	800.0000	800.00
002	GENERAL EXCAVATION	1,720.000	CU YDS	1.6500	2,838.00
003	FINISHING ROADBED AND SLOPES	.200	MILE	500.0000	100.00
004	TRENCH EXCAVATION	35.000	CU YDS	6.0000	210.00
005	WATERING	60.000	M-GALS	5.0000	300.00
006	SUBBASE	1,670.000	CU YDS	1.7000	2,839.00
007	3/4IN-0 MATERIAL IN LEVELING COURSE	550.000	CU YDS	5.2500	2,887.50
008	3/4IN-0 AGGREGATE IN PRIME COAT	32.000	CU YDS	6.5000	208.00
009	RC-250 ASPHALT IN PRIME COAT	5.000	TONS	75.0000	375.00
010	CLASS B ASPHALT CONCRETE	760.000	TONS	9.0000	6,840.00
011	12-INCH CULVERT PIPE	170.000	LIN FT	3.5000	595.00
012	CONCRETE INLETS TYPE G-1	5.000	ONLY	150.0000	750.00
013	ADJUST MANHOLES	3.000	ONLY	80.0000	240.00
014	EXTRA FOR AC CONCRETE APPROACHES	8.000	ONLY	55.0000	440.00
	HUGHES AND DODD CO MEDFORD		Total Amount of Contract		19,422.50

1967

1075' long

SCA

PROJECT DATA, CITY OF GOLD HILL Date April 26, 1972

To be financed by Special City Allotment Fund and necessary city funds.

Street name 5th Avenue
(Locate project on attached map.)

Project length 450 feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: 24 feet, width of shoulders: ~~6~~ + Paved feet

Curbed section; width curb to curb: _____ feet

Remarks _____

Surface now in place: Oil ____ Paving ____ Gravel X

Present surface width: 40 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes X No ____

Give width of intersecting streets: 60 feet

Are intersecting streets curbed? Yes ____ No X

Remarks _____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No ____

Width between present curbs: _____ feet

City to construct curbs? Yes ____ No ____ No Curbs

To be constructed as part of project? Yes ____ No ____

Length of desired radius on curb returns: _____ feet

Does city desire special type of curbs? Yes ____ No ____

Explain: _____

RECEIVED
COUNTY & CITY SECTION
MAY 3 1972

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No____

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet No Sidewalks.

Are sidewalks to be constructed as part of project? Yes____ No____

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: _____feet

Remarks _____

_____

STORM SEWERS -

Now in place? Yes__X__ No____

If yes, are they adequate for increased flow? Yes__X__ No____

Indicate depth of main lines from present surface: ____I4____feet

To be constructed by City? Yes__X__ No____

To be constructed as part of project? Yes____ No__X__

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes__X__ No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: ____7____feet

Remarks Sewer line on 11th St. crossing 5th Ave. on East side of street

_____

_____

WATER MAINS: (City to adjust if required.)

Now in place? Yes ____ No X

If yes, how deep from present surface? _____ feet

Remarks _____

_____

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes X No ____

Asphaltic concrete? Yes X No ____

Portland cement? Yes ____ No ____

How many? 1

Must driveways be Portland cement to comply with city code? Yes ____ No X

Is there a city ordinance specifying width and number of driveways permitted?
Yes ____ No X (If yes, please include copy of ordinance.)

Remarks _____

_____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes X No ____

Electric poles? Yes X No ____

Which company? Pac Power & Light Co
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ____ No X

Which company? _____

Railroad tracks? Yes ____ No X

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ____ No ____

Remarks _____

_____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X — Complete

Clearing? Yes X No ___

Base rock? Yes X No ___ — City Furnish base rock

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No X

Remarks _____

GENERAL INFORMATION:

Are city finances available? Yes X No ___

When available? Date Present

Has city established grade on street? Yes X No ___
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: _____

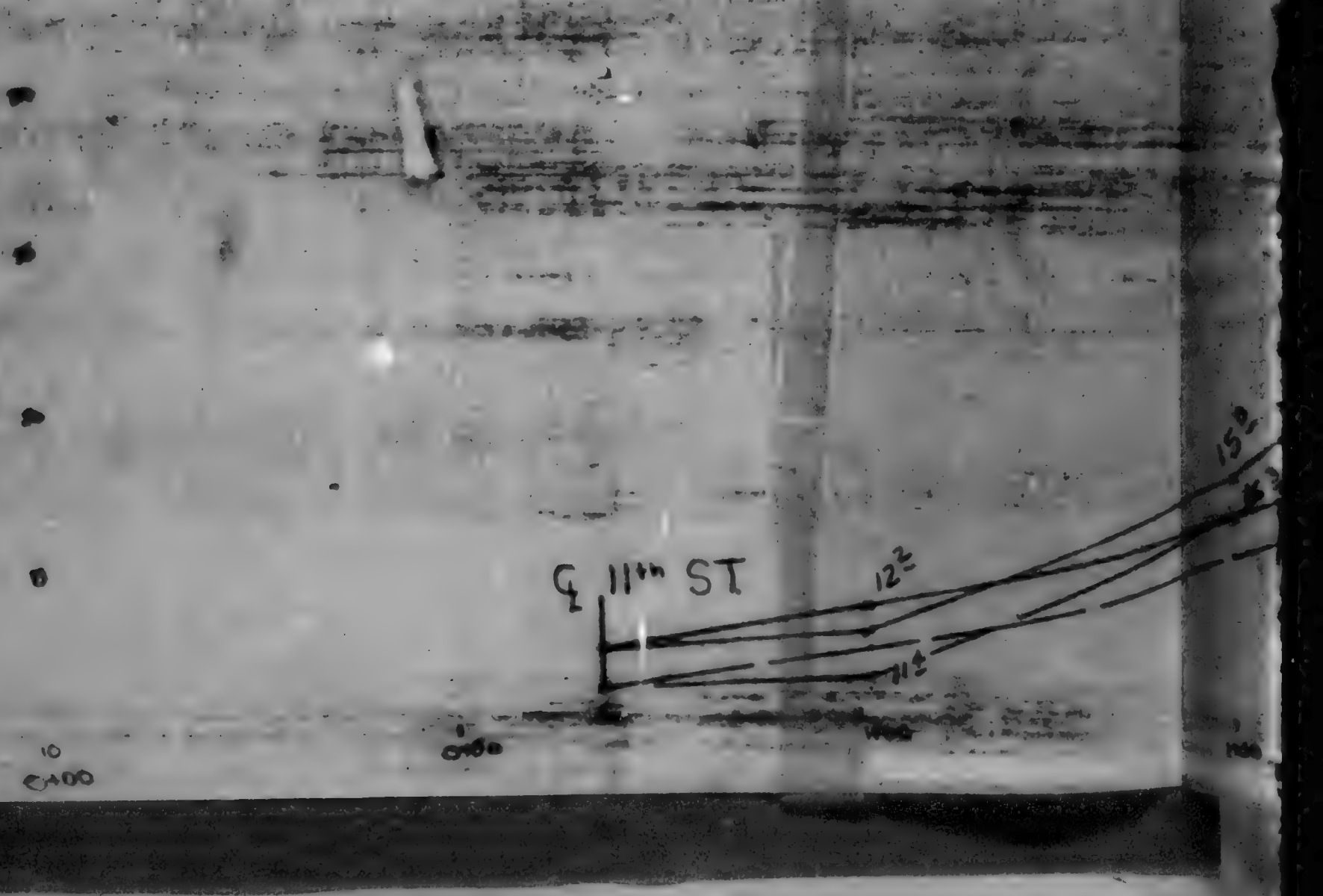
10th Street Right of Way

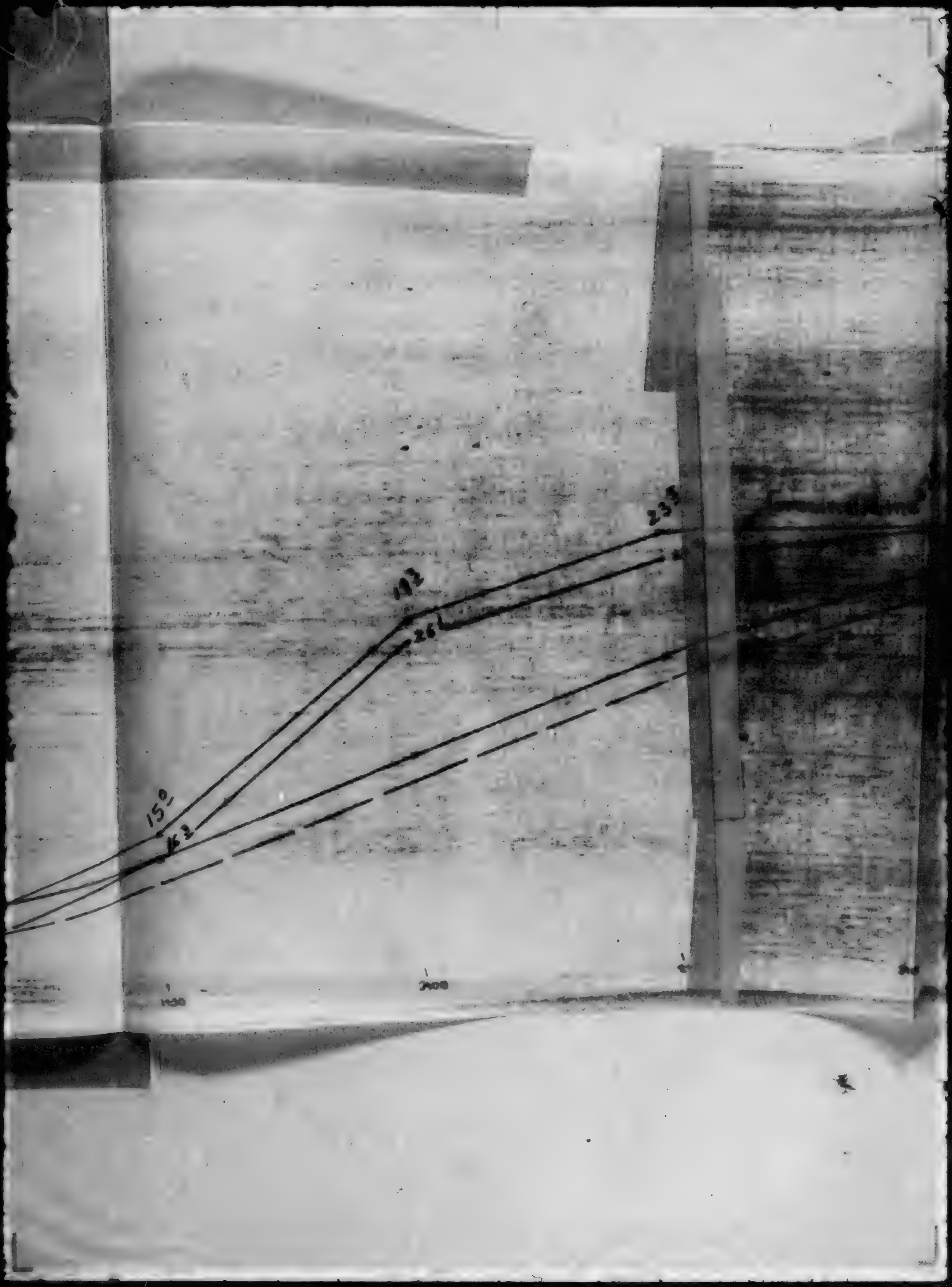
General remarks: _____

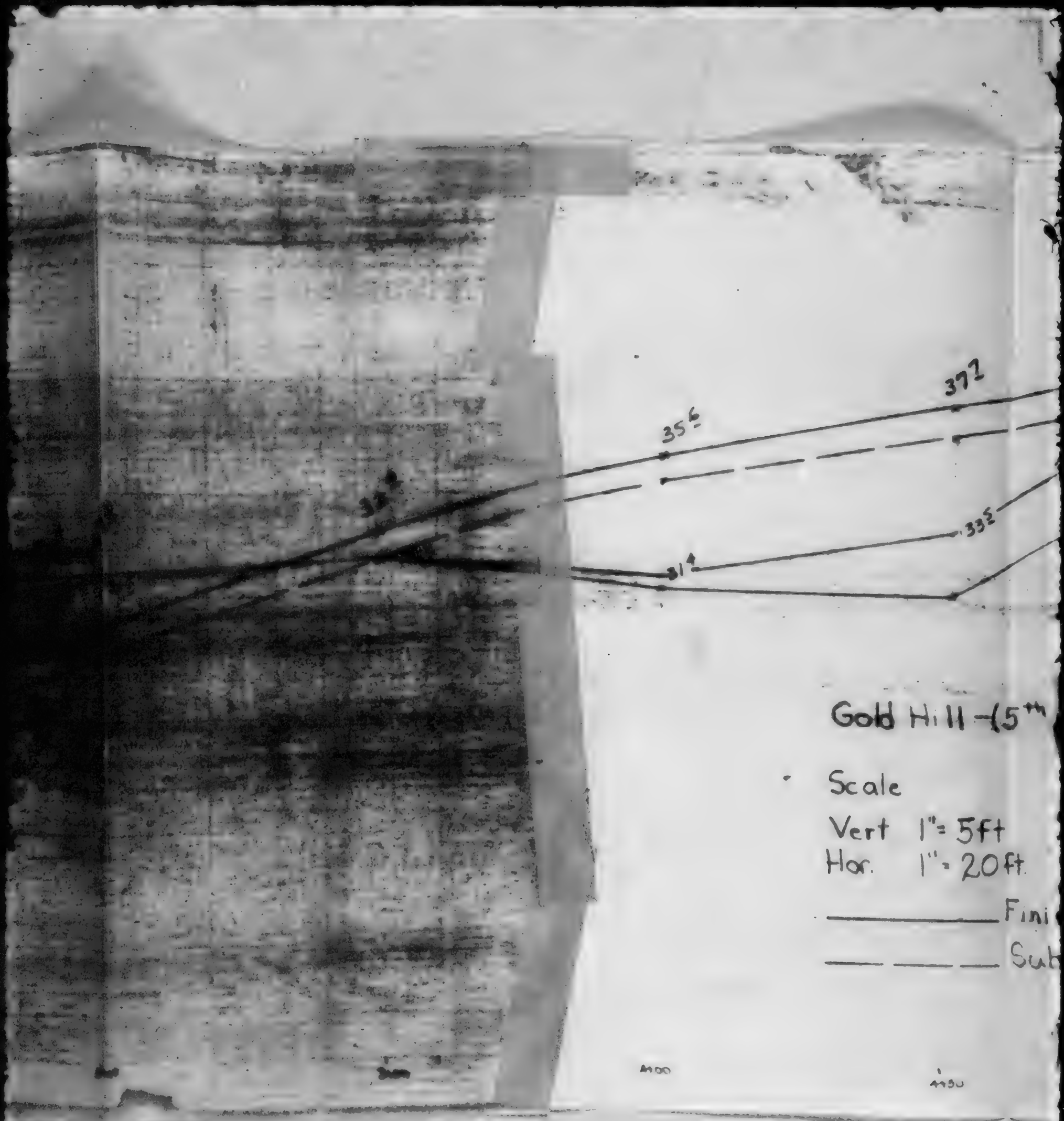
By Don C. Moore
Mayor

By Judy Fouts
City Recorder or ~~City Manager~~

By Ronald R Valicka
Maintenance Man ~~City Engineer~~


℄ 11th ST
12½
11½
15½


235
192
226
150
183
1/100
1/200


37.7
35.6
33.5
31.4
Gold Hill - (5th
Scale
Vert 1" = 5ft
Hor. 1" = 20ft.
Fini
Sub
4100
4050

Gold Hill - (5th Ave.)

Scale

Vert 1" = 5ft

Hor. 1" = 20ft

_____ Finish Grade

_ _ _ _ _ Sub Grade

RECEIVED
COUNTY & CITY SECTION
MAY 3 1972

4+50 5+00 5+00 6+00

R E S O L U T I O N #299

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Gold Hill is an incorporated city of the State of Oregon and has a population of 625 as given by the latest official census; and

WHEREAS, the following streets of said city, 5th Avenue, between 9th St and 11th St

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or [redacted] session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Gold Hill does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Judy Fouts, City Recorder, as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 6th day of March, 1972.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Gold Hill at a regular ~~or special~~ meeting of said Council, held on the 6th day of March, 1972, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 6th day of March, 1972.

Judy Fouts
City Recorder

Don C Moore
Mayor

(cc-50, 1959 Rev.)

8-4-70

looking E. on 5th

EJ-8

8/4/70

Gold Hill

On 11th St.

looking "W" on 5th

EJ-9

8/4/70

Gold Hill

On 8th St.

7897 Cave Junction (Junction Ave.) Sec. 1973
in the City of Cave Junction
(Grading and paving)

CIA NL675 - 3-29-73

Date January 4, 1974

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1973

Contract # 7897 Prefix 317-1702 Survey Prefix 317-1493

Street Junction Avenue

City Cave Junction

Payments to Contractor (see attached voucher)	$ 20,418.05
Engineering and Contingencies	2,399.92
Survey: Total $ 2,142.13 Prorated Share	---
TOTAL	22,817.97
Agreed State Share	22,817.97
Agreed City Share	---
City Advance Deposit	---

Reference: Outside Billing None

RU

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV 6-63)

COUNTY: JOSEPHINE | CONTRACT NO: 7897 | ESTIMATE NO: 2 | FED. AID NO.:

HIGHWAY: CITY STREET | FEDERAL AID PROJECT NO.:

SECTION: CAVE JUNCTION (JUNCTION AVE)

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	9N GENERAL EXCAVATION	PA 1	LUMP SUM	1900,0000	100,000	1900,00	1900,00
002	9N 1IN-0 AGGREGATE BASE	PA 1	CU YDS	7,6000	573,280	4356,93	4356,93
003	9N CLASS C ASPHALT CONCRETE	PA 1	TONS	13,9500	848,980	11843,27	11843,27
004	9N 15-INCH CULVERT PIPE		LIN FT	7,2000	40,000	288,00	288,00
005	9N 6-INCH DRAIN PIPE		LIN FT	3,7500	40,000	150,00	150,00
006	9N ADJUSTING MANHOLES	PA 1	ONLY	50,0000	4,000	200,00	200,00
	PRICE AGREEMENT ITEMS						
301.01	9N GENERAL EXCAVATION	BI 1	LUMP SUM	1036,0000	100,000	1036,00	1036,00
301.02	9N EXTRA FOR DRIVEWAYS		ONLY	50,0000	9,000	450,00	450,00
	FORCE ACCOUNT ITEMS						
502	9N REMOVAL OF EXIST SURFACE	94002				193,85	193,85

DATE: 10 23 73 PG. 01 7897	TOTAL CONTRACT ITEMS	20224,20	20224,20
PREVIOUS VOUCHER NO.: 5870	% RETAINED ON CONTRACT ITEMS		1,011.21
CHECKED BY: CP/cs	FORCE ACCOUNT	193,85	193,85
ENGINEER OR AUDITOR: B. E. Brown	TOTAL PAYMENTS	20,418.05	19,406.84

CONTRACT NO.	ESTIMATE NO.	PREFIX NO.'S
7097	2	

FEDERAL AID PROJECT NO.

UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
1900,0000	100,000	1900,00	1900,00	
7,6000	573,280	4356,93	4356,93	
13,9500	846,980	11843,27	11843,27	
7,2000	40,000	288,00	288,00	
3,7500	40,000	150,00	150,00	
50,0000	4,000	200,00	200,00	
1036,0000	100,000	1036,00	1036,00	
50,0000	9,000	450,00	450,00	
		193,85	193,85	
TOTAL CONTRACT ITEMS		20224,20	20224,20	
ETAINED ON CONTRACT ITEMS			1,011.21	1,011.21
FORCE ACCOUNT		193,85	193,85	
TOTAL PAYMENTS		20,418.05	19,406.84	1,011.21

7897

August 28, 1973

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7897 awarded to Copeland Paving, Inc. for work on John Olsen Avenue in the City of Cave Junction in Josephine County was completed on June 18, 1973, and accepted by the Transportation Commission on August 22, 1973.

Final payment in the amount of $ 1,011.21 will be released to the contractor after September 2, 1973. The total contract amount is $20,418.05 including $193.05 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Hood, Manager
ADMINISTRATIVE SERVICES

bl
cc Copeland Paving, Inc.
P. O. Box 606
Grants Pass, Oregon 97526
bc O. T. Keeney
Walt Hart
V. E. Skoog
Attn: Dick Hacek
A. Shirley

7897

August 23, 1973

TO Department of Transportation

FROM V. B. Klabee, Administrator &
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7897, Work Completed June 18, 1973

Project Cave Junction (Junction Ave.)

Highway City Street, County Josephine

Type of Work Grading and Paving

Contractor Copeland Paving, Inc.

Recommended Acceptance Date August 22, 1973

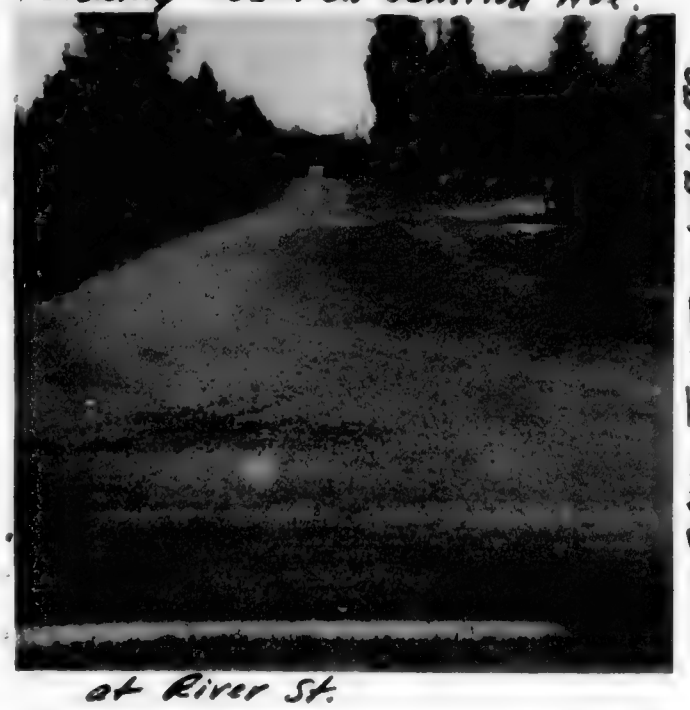
The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

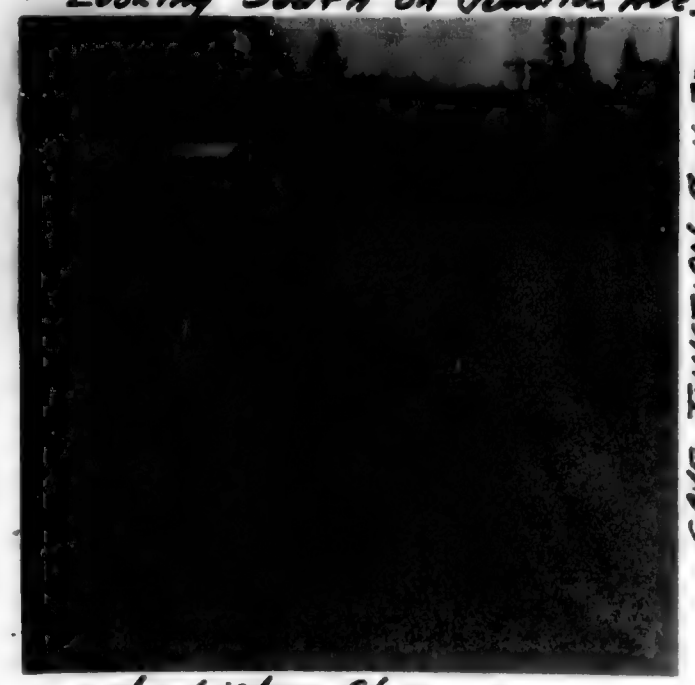
Looking South on Junction Ave.



CAVE JUNCTION 7-11-72

at River St.

Looking South on Junction Ave.



CAVE JUNCTION 7-11-72

at Lister St.

Looking N. on Junction Ave.

CAVE JUNCTION

At S. End of Project.

At School.

At School

Near N. End of Project

At N. End of Project

Looking S. on Jct. Ave.

JUNCTION CAVE

At School.

At School

Near N. End of Project

At N. End of Project

Cave Jct
Junction Cave

7-CO-12

Looking N. on Jct. Ave.

CAVE JUNCTION

At School

Near N. End of Project

At N. End of Project

P O E 7-25-72

Cave Jct 7-25-73

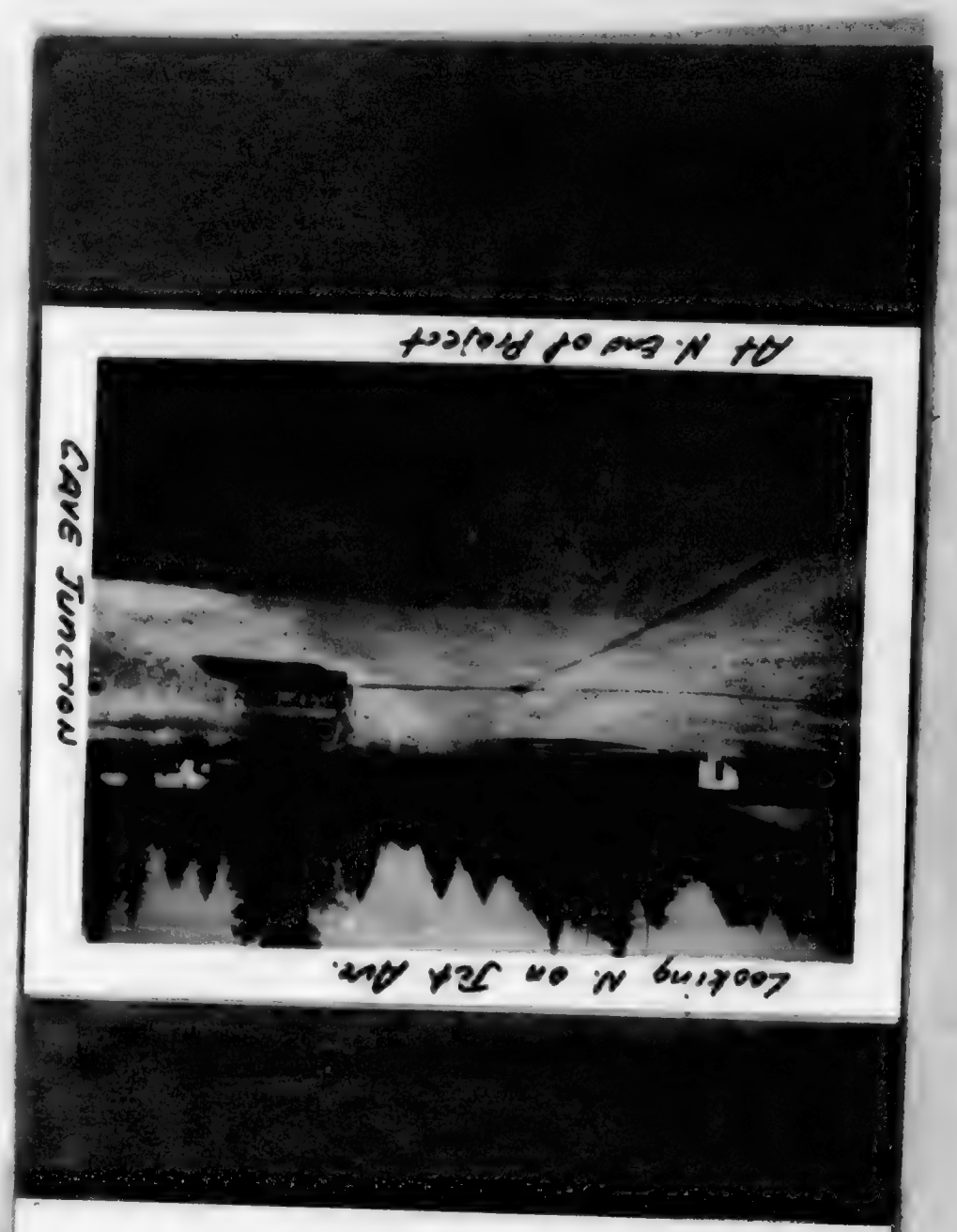
Junction Cave (Looking North from north side of School property)

Looking S. on Tth Ave.

CAVE JUNCTION

Near N. End of Project

At N. End of Project



Looking N. on 7th Ave.

At N. End of Project

CAVE JUNCTION

Cave Jct. 7-25-73

Junction Ave (Looking South from N Side of School property) School St.

7897

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 26, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Increase in Project Authorization**
Cave Junction (Junction Ave.) Section
Contract No. 7897

An increase in the project authorization on this Special City Allotment project is needed. The original project authorization was $17,876.60. The present estimated cost is $23,054.85, indicating an overrun of $5,178.25 or 29 percent. Copeland Paving, Inc. of Grants Pass is the contractor.

The major reason for this overrun is Price Agreement No. 1 which will extend the improvement 300 feet on the northerly end. This added work was requested by the City after a very favorable bid was received for the project. This Price Agreement in the amount of $4,707.50, covers the desirable extension at bid prices. The total expected cost is still well within the State funding limit of $25,000 on Special City Allotment projects.

It is recommended that the project authorization be increased by $5,178.25 to a new total of $23,054.85. Your approval is requested. This is a State project.

This matter will be on the agenda for your consideration at the July 10 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
Bill E. Brown
V. L. Gallagher
Gary Sund

JAB:fw dpy

FORM E-20 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1973

SUBJECT: Request for Increase in Project Authorization
Cave Junction (Junction Ave.) Section
Contract No. 7897

To: H. S. Coulter
Assistant State Highway Engineer

FROM:
John A. Bond
Construction Administration Engineer

The recently approved Price Agreement No. 1 on this project covering a 300-foot extension on the northerly end puts us in an overrun situation. When bids were opened on this project May 24, the one bid received was $4,333 under the engineer's estimate. The project covers widening and overlaying with two inches of new AC over the existing through a 573-foot length of street.

Price Agreement No. 1 covers the extension at bid prices and it, along with a ten perpcent engineering increment while retaining the original contingency allowance, gives us a new estimated total project cost of $23,054.85. This is an increase of $5,178.25 or 29 percent. This is still well within the State limit of $25,000 on special city allotment projects. Rough draft letter to the Highway Commission requesting this overrun is attached.

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
JUN 22 1973
Office of
Assistant State Highway Engineer

7897

5

FORM E-1 (REV 10-65)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Cave Junction		WEEK ENDING: June 23, 1973
		SECTION PREFIX: 317-1702
HIGHWAY: City Street		COUNTY: Josephine
NAME OF JOB: Cave Junction (Junction Ave.)	KIND OF WORK: Grading and Paving	
CONTRACTOR: Copeland Paving Inc.	CONTRACT NUMBER: 7897	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 1, 1973	DATE WORK STARTED: June 7, 1973	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 8 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 40	CALENDAR DAYS USED: 1
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 2½
PROJECT AUTHORIZATION: $ 21,881.53		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 20,320.25	ENGINEERING AUTHORIZATION $ 1,561.28	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 20,320.25	ENGINEERING COST TO DATE $ 1,700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 109 %	DATE PROJECT WAS COMPLETED: June 18, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.16	0.16			0.16
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.16	0.16			0.16
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	540			850
TOTAL QUANTITIES CORRECTED TO DATE	100%	540			850
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	540			850
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 – Loader
1 – Blade
1 – Roller
5 – Trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	0		
MONDAY	Clear	1		
TUESDAY	Clear	0		
WEDNESDAY	Clear	0		
THURSDAY	Cloudy	0		
FRIDAY	Partly cloudy	0		
SATURDAY	Partly cloudy	0		

Routing
Keasey
Bond
Jackmond
Hardt
Johnson
Walker
Pease
Glenn
Berg

RECEIVED
JUN 25 1973
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	1 blade, 1 loader & 1 roller on shoulders. 3 loads of 1"-0 rock for shlds.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Monday the shld. rock was placed, the project was finished & final clean-up was complete.

Thursday the final inspection was made by J. X. Wilson, Reg. Const. Engr. & the project was acceptable.

SIGNED B. E. Brown LOCATION Medford

by: W. N. Goode

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

7897

3

Sales

June 21, 1973

C. T. Massey, Construction Engineer

L. H. Young, Office Engineer

Request Contract Acceptance

-7897

Contract ~~7895~~, Work Completed June 18, 1973

Project Cave Junction (Junction Avenue)

Highway City Street

County Josephine

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date _____

Conditions not acceptable:

Construction Engineer

VB:dg

cc: H. S. Cox
J. R. Oakes
John Jenkins
Donald L. Trout
Virgil Boyd
Y. Gallagher

7897 ○ ○ 5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 19, 1973

Copeland Paving, Inc.
P.O. Box 606
Grants Pass, Oregon 97526

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7897 for work on Junction Avenue in the City of Cave Junction in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
Bill Brown

7897

Form [illegible] (Rev. 10-66)

5

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Cave Junction (Junction Ave.) Date June 13, 1973

Highway City Street Contract No. 7897

County Josephine Kind of Work Grading & Paving Contractor Copeland Paving, Inc.

	Authorized	Estimated
Contract Amount	$ 15,342.75	15,342.75
Anticipated Items	270.00	270.00
Contingency (4½%)	702.57	5,410.07
Engineering	1,561.28	2,032.03
Credits	-	-
PROJECT COST	17,876.60	23,054.85
	NET INCREASE $	5,178.25 29%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(U) P. A. # 1 Extend Project app. 300 ft.	4.707.50	+ 4.707.50

APPROVED BY STATE HIGHWAY COMMISSION
DATE 7-10-73

Principal reasons for overruns (Continue on reverse side): The City of Cave Junction requested the difference in cost between the Engineer's Estimate and Project Authorization be expended by extending the Project Limits. This request was approved and $ 4,707.50 is to be used to extend the Project app. 300 ft.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Resident Engineer.

Submitted by B.E. Brown Resident Engineer
by W.R. Wade

Confirmed by F.X. Wilson Division Engineer

Noted by [signature] Acting Construction ~~or Bridge~~ Engineer

Noted by [signature] Deputy or State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
JUN 12 1973
ENGR. COOR. DE AE DE
DPE DE DE DPE

.CNM

MED LRW MCE CON RSB 88 6-12-73 1-35 PM

BILL BROWN

CC F B KLABOE
H S COX
C T KEASEY

SUBJECT PROJECT CAVE JUNCTION SCA. YOU ARE TO PROCEED WITH PA UP TO $4700.

SHELDRAKE

CW.19¾4.--.17/86.

extension of CAVE JCT ('73-SCA)
re Admin request

7897

June 1, 1973

Copeland Paving, Inc.
P. O. Box 608
Grants Pass, Oregon 97526

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7897 in the amount of $15,342.75 on Junction Avenue in the City of Cave Junction in Josephine County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

hs

bc: C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
Bill Brown

Section Cave Junction (Junction Ave.)

Highway City Street

County Josephine

Kind of Work Grading and Paving

Project Allotment $ 26,700

Project Length 0.11 mile

Completion Time 40 calendar workdays

FA Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 17,130 50
Anticipated Additional Items:		
Flagging (State Share)	$ 120	
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Stage Construction Striping		
Temporary Erosion Control		
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages		
Adjust Utilities		
Removal of Unsuitable Existing Surfacing	$ 150	
		$ 270 -
		$ 17,400 50
		783 02
Contingencies (4-1/2%)		1,740 05 -
Engineering (10 %)	TOTAL	$ 19,923 52
Credit for		
Estimated Net Authorization, Construction		$

Junction (Junction Ave.) Section
Grading and Paving
Estimate

	Unit	Quant	Unit Cost	Amount
~~Removal of Structures and Obstructions~~				
General Excavation	All	All	Lump Sum	2225-
1"-0 Aggregate Base, 7½ inches Thick	Sq. Yd	1630	2 35	3830 50
Class "C" Asphalt Concrete, 4-inches Thick	Sq. Yd	2320	4 10	9512 -
15-inch Culvert Pipe	Lin. Ft.	55	12 65	695 75
6-inch Drain Pipe	Lin. Ft.	55	8 95	492 25
Adjusting Manholes	One	3	125 -	375 -
				17,130 50

7897

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 21, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
May 24 Bid Letting

To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project not previously reported to the commission:

1. Halsey Intchge-Lane County Line Section
Pacific Hwy, Linn County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Terwilliger Boulevard Intchge.
Pacific Hwy., Multnomah County
Roadside Improvement Project

Same as No. 1.

3. Auburn Ave.-Estes Ave. (Baker) Section
Baker-Unity Hwy., Baker County
Grade and Pave

Footpaths and Bike trails will not be established under these projects as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and Bike Trails are not required to be established...where...other available ways or other factors indicate an absence of any need for such paths and trails." There are existing sidewalks along this project.

4. E. Main St.-Homedale Road (Klamath Falls) Section
Klamath Falls-Lakeview Hwy., Klamath County
Signal Project.

Same as No. 1.

5. Tualatin (80th Ave.) Section
Washington County
Grade and Pave Project

Sidewalks are proposed by the City and will be constructed on each side of 80th Avenue at a future date when financing is available. The project calls for construction of a berm behind the curbs to accommodate the future sidewalks.

6. Lafayette (7th Street Extension) Section
Yamhill County
Grade and Pave Project

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

Due to the anticipated lack of use and the short length of this project, the construction of footpaths and bike trails would not be practical.

7. Clatskanie (Nehalem Street) Section
Columbia County
Grade and Pave Project

Same as No. 5.

8. Lowell (Cannon & Hyland Streets) Section
Lane County
Grade and Pave Project

Same as No. 9.

9. Cave Juntion (Junction Ave.) Section
Josephine County
Paving Project

Same as No. 5.

10. Gold Hill (5th Ave.) Section
Jackson County
Paving Project and Grading

Same as No. 9.

11. Richland (3rd Street) Section
Baker County
Grade and Pave Project

Same as No. 9.

12. Odell Lake Section, Willamette and The Dalles-California Hwys., Klamath Co.
Rock Production Project

Same as No. 1.

13. Santiam Section, North & South Santiam and McKenzie Hwys., Linn County
Rock Production Project

Same as No. 1.

14. Charleston (Slough) Bridge and Eastside (Isthmus Slough) Bridge of Cape Arago and Coos Hwys., Coos County
Painting Project

Same as No. 1.

15. River Road at Irvington Drive Section
Junction City-Eugene Hwy., Lane County
Signal Project

Same as No. 1.

These matters will be on the agenda for the May 29 meeting and your approval is recommended.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
Gary Sund

JDM:jp dpy

OREGON STATE HIGHWAY DIVISION
CAVE JUNCTION (LISTER ST. - RIVER ST.) SECTION
JUNCTION AVENUE
JOSEPHINE COUNTY
MARCH 1973
PREFIX 317-1493

ESTIMATE OF COST

Item	Unit	Quantity	Unit Price	Amount
1. Temporary Protection and Direction of Traffic	Lump Sum	100%		500.00
2. General Excavation, Unclassified	Cu. Yd.	400	5.00	2,000.00
3. Trench Excavation	Cu. Yd.	18	10.00	180.00
4. 1" - 0 Aggregate Base (Includes Watering)	Cu. Yd.	400	8.60	3,440.00
5. Class "B" Asphaltic Concrete Pavement (Includes Tack Coat)	Ton	670	18.00	12,060.00
6. 12-inch Culvert Pipe	Lin. Ft.	30	6.00	180.00
7. 15-inch Culvert Pipe	Lin. Ft.	55	7.00	385.00
8. 6-inch Perforated Drain Pipe (Includes Filter Material)	Lin. Ft.	55	4.60	253.00
9. Extra for Pipe Under Pavement	Lin. Ft.	46	15.00	690.00
10. Extra for Asphalt Approaches	Each	8	75.00	600.00
11. Adjust Manhole	Each	3	125.00	375.00
		Sub Total		20,663.00

Additional Anticipated Items

Flagging		120.00
Replace Unsuitable Existing Surfacing		544.00
	Sub Total	21,327.00
Engineering and Contingencies (20%)		4,265.00
	GRAND TOTAL	25,592.00

OREGON STATE HIGHWAY DIVISION
CAVE JUNCTION (LISTER ST. - RIVER ST.) SECTION
JUNCTION AVENUE
JOSEPHINE COUNTY
MARCH 1973
PREFIX 317-1493

NARRATIVE REPORT

The purpose of this survey was to establish the center-line of Junction Avenue between River Street and the northerly end of recently constructed Junction Avenue 366 feet south of Lister Street and to prepare map, profile and estimate data to overlay this esisting oil surfaced street.

The survey was started February 13, 1973 and completed March 7, 1973.

The alignment of Junction Avenue was established using existing property pins found. The map was prepared using assumed coordinates and bearings as shown on recorded survey No. 226-71. Centerlines of connecting streets, River Street and Lister Street, were ran using the as constructed alignment and stationed west to east with 10+00 being the intersection station. The stationing of Junction Avenue was done north to south assuming station 0+50 to be opposite the southerly right of way of River Street.

The original Special City Allotment Investigation called for a 3 inch asphalt overlay 24' wide with minor drainage work at an estimated cost of approximately $26,000. It has since been determined that a 4 inch asphalt overlay is required and that grading work between station 6+80 and 11+53 outside the existing oil mat is required to insure adequate drainage on the left side and adequate shoulders on the right side.

On February 1, 1973 Mr. Zehner, Cities Engineer, and this office met with Cave Junction Officials to discuss the added surfacing and its increased cost. It was agreed at that time, pending City Council approval, to proceed with survey for the entire project but to plan to construct from the south end only as far as the originally estimated $26,000 would permit. The enclosed cost estimate is for approximately this figure with supporting calculations for the entire survey.

The limits of the proposed entire project are from station 0+35 to 11+73, a distance of 0.22 mile. Immediate construction is proposed between station 6+00 and 11+73, a distance of 0.11 mile, at an estimated cost of $25,592. Construction from 0+35 to 6+00 would be a 4 inch overlay, 1" - 0 aggregate base shoulders and road approach paving for approximately $16,563 additional. All mentioned costs include 20% for engineering and contingencies.

The proposed construction would fall entirely within the existing 60' right of way.

A roadway base design received from Soils & Geology Unit calls for a 4 inch overlay over existing oil surface and the placing of 7½ inches 1" - 0 aggregate base and 4 inches asphalt pavement in newly graded areas. 4 foot aggregate base shoulders are proposed except in areas noted.

CAVE JUNCTION (I[illegible]TER ST. - RIVER ST.) SECTION
NARRATIVE REPORT CONTINUED

The following described construction items are for grading, paving and drainage work between station 6+00 and 11+73:

No clearing and grubbing is required. The removal of one 15" culvert pipe is required at station 11+30. No cost for removal was included in estimate as this facility would be removed in the excavating for a 6" perforated drain pipe at this location.

Roadway earthwork outside of the existing oil mat will require approximately 400 cubic yards general excavation, unclassified and 40 cubic yards embankment. Some excavation of the existing oil mat will be required where the existing crown and grade is quite irregular. Between station 6+80 and 10+15 (left) is a heavily used parking area which has not held up well. Ravelings and patching along the existing curb, 30' left 6+80 - 9+20, has nearly eliminated the curb exposure and caused unsatisfactory drainage in the parking lot to the north of the curb. This in turn has aggrevated the base condition in the parking area along the curb. It is proposed to remove the unsatisfactory surfacing in the parking area (6+80 - 10+10) and replace with 7½ " aggregate base and 4" asphalt keeping a minimum of 6 inch curb exposure. Due to possible damage in construction to the existing curb it is proposed to depress the paved surface approximately 5 feet inside the curb line to direct drainage away from any possible seepage along curb. A roadway ditch section is required from station 11+00 to 11+73 to provide drainage.

Approximately 15 M-Gal watering is required. This item is figured into the cost of placing 1" - 0 aggregate base. At $10 per M-Gal this amounts to approximately 38 cents per cubic yard of aggregate base.

Approximately 400 cubic yards 1" - 0 aggregate base is required which includes 208 cubic yards in the before-mentioned parking area, left station 6+80 - 10+15, and 192 cubic yards to provide adequate shoulders in the remaining areas. No prime coat is proposed due to nature of irregular and low traffic areas where asphalt surfacing will be placed.

A total of approximately 660 tons of class "B" asphalt pavement is required which includes 163 tons in parking area, 52 tons to patch and level the existing oil mat which is quite irregular in crown, 384 tons to overlay existing surface and 61 tons for 6 road approaches. The cost of this item to include the liquid asphalt cement and approximately 1 ton asphalt for tack coat over existing oil surface & subsequent lifts during construction.

A swampy condition exists near the existing 15" culvert at station 11+30 caused by inadequate outfall of this pipe. It is proposed to replace this pipe with a new 15" culvert at station 11+00. Due to the grade which matches the recently constructed section at station 11+73 it was found that to install a 15" culvert with any subgrade cover a corrugated metal pipe would be advantageous.

Replacing the road approach culvert left station 11+25 is also proposed to help alleviate the drainage problem.

CAVE JUNCTION (LISTER ST. - RIVER ST.) SECTION
NARRATIVE REPORT CONTINUED

Any additional subgrade seepage should be handled in the proposed 6" perforated drain pipe to be constructed in the location of the existing 15" culvert.

Two City owned utilities are involved in construction. Water lines located are approximately 30" deep and should not require any adjustment except for valve boxes at Lister Street intersection. An eight inch sanitary sewer is involved which will require the adjustment of 3 manholes to compensate for the 4" overlay. Sewer lines are approximately 6' deep and should not be encountered.

Adjustment of power poles (with telephone lines) is not anticipated.

At the southerly end of the project the existing roadway surface is extremely poor in condition due to the before mentioned swampy condition. An amount equal to replacing approximately 53 feet of the 22' wide oil mat with aggregate base is included as an additional anticipated item.

There will be approximately 350 cubic yards of excess material on the project. A possible disposal area is located off Junction Avenue about 2,000 feet south of the end of project on City owned park land.

7897

March 29, 1973

City of Cave Junction
City Hall
Cave Junction, Oregon 97523

Attention: E. A. Kaufman
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 4625

Gentlemen:

Attached for your records is a fully executed copy of an agreement for improvement of Junction Avenue.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

SALEM, OREGON
March 2, 1973

1973 SCA Project
Junction Avenue
City of Cave Junction

Mr. Earl C. Purdy
Resident Engineer

REDMOND

Enclosed is an advance copy of the agreement and an approved copy of the base design for subject project.

Original investigation of Junction Avenue indicated that an AC overlay of the existing surfacing would be adequate. However, further investigation by the Soils and Geology Unit reveals that some reconstruction work is required outside the 20-foot wide overlay.

Two areas which should be considered for reconstruction are: (1) in front of the school adjacent to the curb, and (2) at the southerly end of the project. The extent of the reconstruction work should be determined during the field survey.

H. S. Cox
County and City Engineer

By

Gary E. Zehner

Gary E. Zehner
Cities Engineer

GEZ:ljt
Encl.

cc: R. L. Schroeder
F. L. Hall
J. E. Verstoeg

ENGR. ASST. DE AE UE
LTE CLE RE RPE

MEMO TO THE FILES

Feb. 27, 1973

Re: Footpaths and Bike Trails
SCA Projects
Cave Junction & Clatskanie

Footpaths and bike trails will not be established under these projects as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and bike trails are not required to be established...hwere...other available ways or other factors indicate an absence of any need for such paths and trails."

There are existing sidewalks adjacent to these projects.

Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
W. H. Tebeau
Victor Wolfe
L. H. Young

ENGR. ASST. OE AE UE
UPE CE RE RPE

7897

PREFIX NO. 317-1493

2-23-73

LOCATION PROSPECTUS
CAVE JCT. (LISTER ST-RIVER ST) SECTION
CITY STREET
JOSEPHINE COUNTY

NOTED
A. E. JOHNSON

HIGHWAY: Junction Avenue - a city street

TERMINI: The southerly terminus is at the north end of the County project near Lister Street. The northerly terminus is at the intersection of Junction Avenue and River Street.

LENGTH: 0.19 mile.

PROGRAM: 1973 Special City Allotment Funds.

NARRATIVE: This will be a location survey to establish the street centerline and to prepare plans, specifications and estimates for an AC overlay with aggregate shoulders. Some grading work will be required at the southerly end of the project. Soils investigations will be made; drainage problems are not anticipated. An economic analysis is not required at this time.

TYPICAL SECTION: Two 12-foot travel lanes and 4-foot shoulders.

BASE DESIGN: 4" AC
7.5" Aggregate Base.

NOTED
F. B. KLABOE

ACCESS: Under City jurisdiction.

UTILITIES: City to handle adjustments where required.

MATERIAL: Commercial.

AGREEMENTS: Routine Special City Allotment project; however, a school is located at the southerly end of the project.

Attachment
February 23, 1973

cc: J. H. Versteeg (3)
E. S. Hunter
J. B. Boyd (3)
F. L. Hall
C. T. Keasey
V. D. Wolfe
J. M. Cartwright (2)
H. S. Cox (2)
W. N. Hackleman
V. J. Johnson
R. E. Olson
J. A. Rowland
C. G. Swenson
F. E. Terpin
F. W. Yarbrough (2)

F. B. Klaboe
R. L. Schroeder
L. E. George
W. J. Hart (3)
D. H. Moehring
L. H. Young
R. N. Chase
B. L. Gifford
R. D. Hector
A. D. Olson
R. W. Printiss
R. E. Royer
W. H. Tebeau
G. C. Wills

RECEIVED
STATE HWY ENGR
FEB 27 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

CON 9-1
Cave Jct.

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Junction Ave.
Highway: City of Cave Junction
County: Josephine
Prefix: 317-1493

Res. Engr. E. C. Purdy
Approx. Length 0.19 mi.
Sta. _____ to Sta. _____
Date 2-9-73

Mean Truck A.D.T. 14
Traffic Coefficient 5.5
18 kip s. a. per day 1.9
(1)

Annual Precipitation _____
Frost Penetration - - -
CBR Total Requirement 18.5"

Typical Soil	
39	LL
12	PI
73	%P 10
43	%P 200
27	% Gravel
16	% C Sand
14	% F Sand
14	% Silt
29	% Clay
4	R Value
A-6	AASHO Classif.

Materials Source:

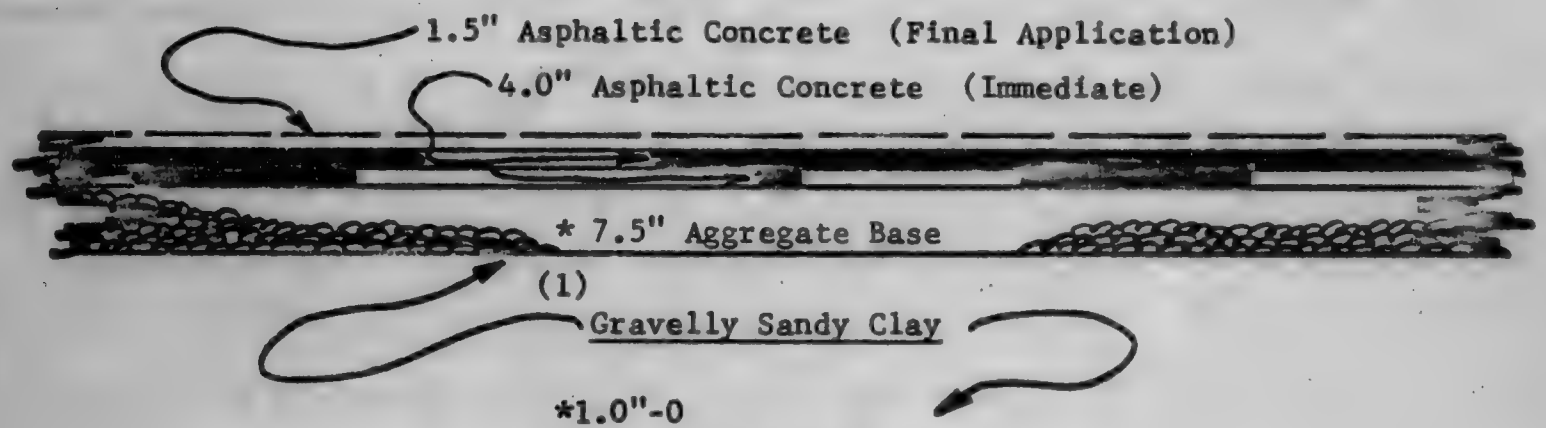
Commercial sources are available.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
8.0	4.0	A.C. (I.)
7.5	7.5	A.B.
18.5	13.0	

STRUCTURAL SECTION

NEW WORK

NOTED
E. S. HUNTER



*1.0"-0

See Page 2 for remarks.

-over-

Submitted by _____ Base Design Engineer

Recommended by _____ Engineer of Materials and Research

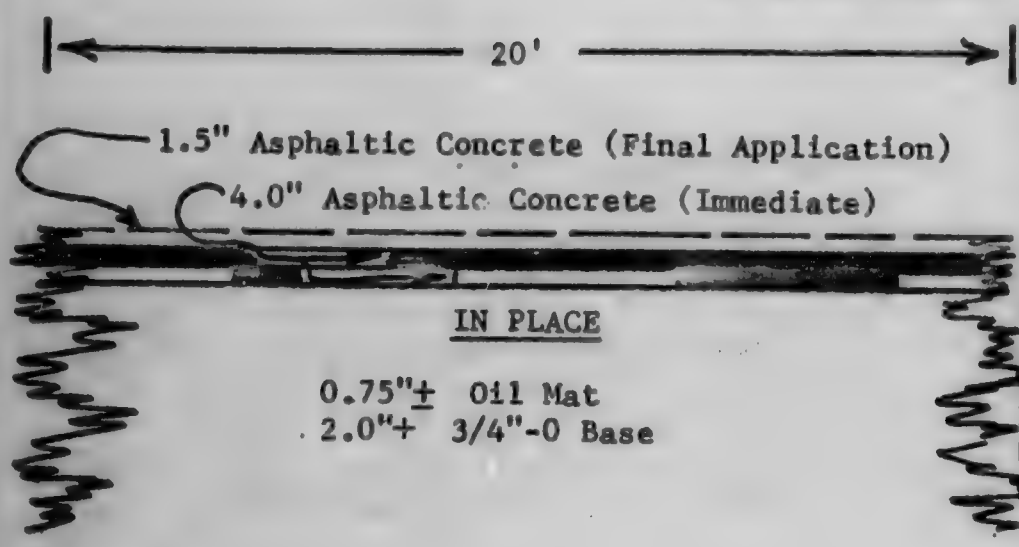
Recommended by _____ Location Engineer

Approved by _____ Asst. State Highway Engineer

Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

RECEIVED
FEB 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

STRUCTURAL SECTION
EXISTING ROADWAY



Credit	Actual Thick.	Component
3.0	1.5	A.C. (F.A.)
8.0	4.0	A.C. (I.)
Overlay based on deflection measurements.		

STRUCTURAL SECTION

Credit	Actual Thick.	Component

SECTION: Junction Ave.

HIGHWAY: City of Cave Junction

COUNTY: Josephine

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
NONE					

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 4.7 and a C.B.E. Requirement of 16.0". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application."

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8"	Aggregate Base
1.0"	Cement Treated Base	= 1.8"	Aggregate Base
1.0"	Oil Mat	= 1.1"	Aggregate Base
1.0"	Aggregate Subbase	= 0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	= 1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Junction Ave.

HIGHWAY: City of Cave Junction

COUNTY: Josephine

550 Present ADT (1972)

2 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	8	1.55	12	10	450	4,500
3	3	1.55	5	4	1000	4,000
4	0	----	--	--	1250	- - -
5	0	----	--	--	3180	- - -
6	0	----	--	--	2570	- -
				14	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 8,500

TWENTY YEAR EWL 170,000

TRAFFIC COEFFICIENT 5.5

SECTION: Junction Ave.

HIGHWAY: City of Cave Junction

COUNTY: Josephine

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: See remarks.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers asphaltic concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a short (o.19 mile) project and traffic does not warrant the use of C.R.P.C.C.

December 13, 1972

Mr. F. A. Kaufman
City Recorder
City Hall
Cave Junction, Oregon 97523

Dear Mr. Kaufman:

On December 12, the State Highway Commission approved the City's request for a 1973 Special City Allotment project to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the enclosed project description and city map, showing the limits of the approved project. Also enclosed are regulations pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

George M. Baldwin
Administrator of Highways

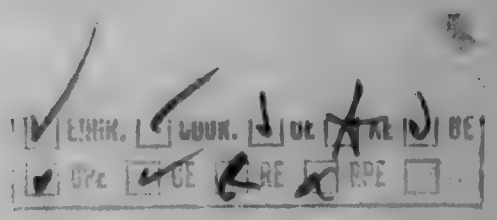
By

for H. S. Cox
County and City Engineer

GEZ:ljt

Encl.

cc: J. H. Versteeg



SCA

City of Cave Junction
P.O. BOX 353
CAVE JUNCTION, OREGON 97523

October 17, 1972

Gary E. Zehner
Cities Engineer
Department of Transportation
405 State Highway Building
Salem, Oregon 97310

Dear Mr. Zehner:

The City of Cave Junction wishes to participate in the proposed project on Junction Avenue from the end of the county project to River Street.

The City of Cave Junction will be willing and able to pay the estimated $1000.00 excess over the $25000.00 estimate.

Very truly yours,

Arthur J. Drews

Arthur J. Drews
Mayor

AJD:mdt

RECEIVED
COUNTY & CITY SECTION
OCT 18 1972

1973 Program

S.C.A. Investigation Data

City of Cave Junction Date 7-11-72 Div. 3
Population: 1962 337 1972 425
Street Junction Ave. from end of County Project to River St.

No. previous projects 1
Last project 1950 (year)
Total SCA funds $ 4980.09
Funds/capita $ 11.72
Average/capita $ 39.17

EXISTING

Surface now in place: A.C. ✓ Oil ___ Gravel ___ Concrete ___
Surface width: 24 feet, Shoulder-shoulder width: ___ feet
C-C width: ___ feet, R/W width: 60 feet
Remarks: Existing surface has been patched in several areas and needs an overlay. The County is improving a section south on this Street and this project would complete the Street from Oregon Caves Hwy to River St.

PROPOSED

Surfacing: A.C. ✓ Oil ___ Other ___
Pave. width: 24 feet, Shoulder width 4 feet, C-C width: ___ feet
BASE DESIGN: A.C. 3 inches, Leveling ___ inches, Base ___ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.19 mile, 1000 feet. Type curb: ___
Remarks: This Street will receive an increase in traffic upon completion of County project. Salvage existing surfacing and construct 3" A.C overlay.

ESTIMATE Item	Unit	Gross*	Price ✓ From C.A.L.	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.	290	5.00	1450
Finishing roadbed & slopes ($1,500)	mile	—	—	—
Trench excavation	c.y.	54	6.00	324
Watering	M-gal.	—	—	—
Level material (3/4-0)	c.y.	102	8.00	816
Base material	c.y.	283	7.75	2,193.25
Asphalt	ton	591	20.00	11,820
Binder	all	all	L.S.	460
Concrete inlets	each	—	—	—
Culvert pipe Conc. Sew. 12".	lin. ft.	60	6.00	360
Concrete curbs	c.y.	—	—	—
6" Perf. Met. Dr. P.	lin. ft.	230	3.00	920
Extra for driveways	each	20	75.00	1500
Adjust Manholes	each	4	175.00	700
Special Backfill in drain	C.Y.	10	15.00	150

*Items include 10% allowance

Total	$ 20963.25
Perm. signing ($100/intersection)	200
Flagging	500
Total	$ 21,663.25
Engineering & contingencies (20%)	4,332.75
Total	$ 25,996.00
City's estimated share of survey	77.00
TOTAL ESTIMATED COST	$ 26,073.00
Say $26,000	

Total estimated survey = $2,000

$2000 \times \frac{996}{25996} =$ → City's estimated share of survey

copy to City 9-19-72

CAVE JUNCTION - 9-14-72

Call from Mr. Zimmerland, Engineer consultant for City. City plans to have him handle their project. He was wanting to know the procedure when a consultant prepares project as to how and when and what is paid. I tried to explain procedure, he said si told him that consultant fees for engineering were eligible for reimbursement. Told him I didn't think so and would have to check.

He will have City send letter stating they have finances and they request a consultant to work up and contract their project

G. E. Z.

9-18-72 Called Mr. Kaufman re. Engr. charges on SCA projects. Told him that funds could not be used to pay consultant fees for preliminary survey and construction engineering work. He felt that City would want State to workup plans, etc. for project.

CAVE JUNCTION – F.A. KAUFMAN 0.12 0.23

July 11 24' Paving 4' Gr. Sho. No curbs 2 Pictures
Junction Ave. from Co. Project to River St.
Ditch Drainage,
Finances available $20,000 July 1, 1972.
Met with Mr. Kaufman, Mayor and Mr. Bruner. It was decided to change project to Junction Ave. from the end of the county project to river St. I told them I'd work project up with hope that exist. could be salvaged. Possible overlay.

ROGUE RIVER – Mayor William R. Haynes ..... 0.12 Mi.

July 11

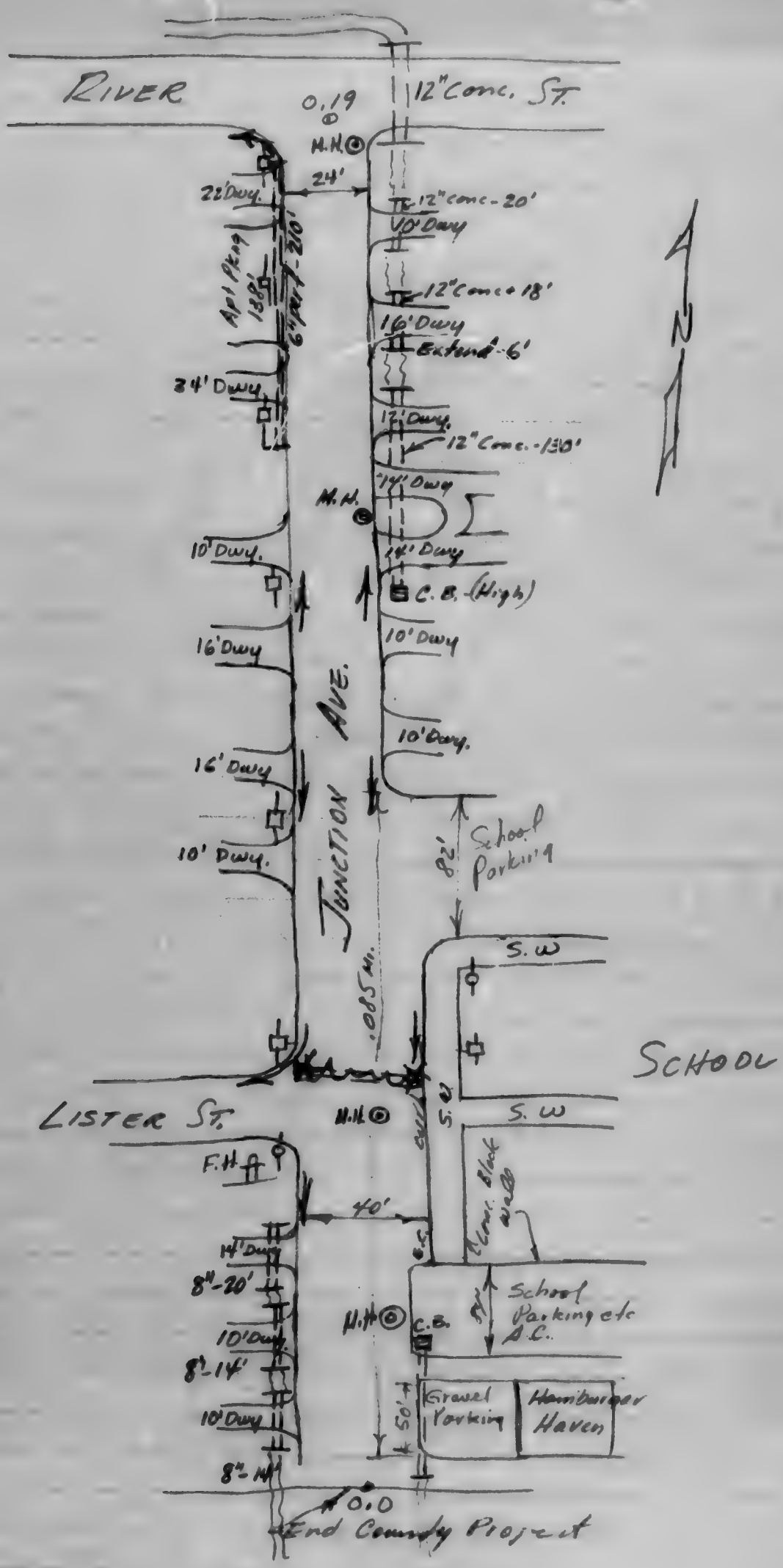
Met with Norma Fitcher, data forms sent to St. Comm., will probably send it latter part of the week.

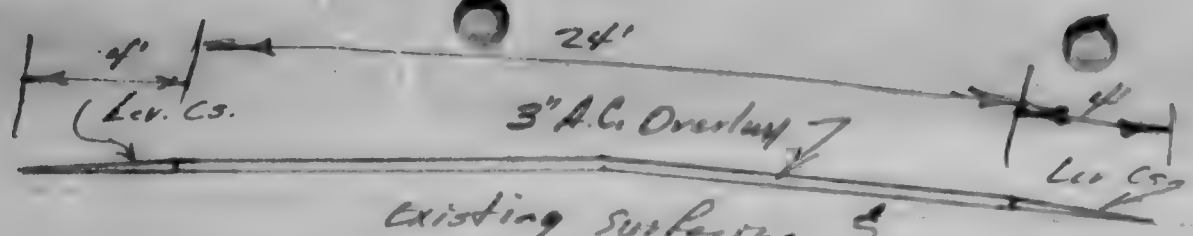
Gold Hill – Judy Fouts, Recorder ..... Oscars Pictures

July 11 Met with Judy Fouts and Ray Kalista, went over data forms. City wants to continue 5th Ave. from end of 1967 project to 11th St., use same typical section with shed road slope. City has base rock available and clearing has been completed. Street has been roughed out but still needs some grading to raise grade @ 10th St. and excavate hump west of 10th and raise grade @ 11th St. approx. 3 feet. Ray said any slope easements required could be acquired without any trouble, just a matter of knowing what to get. Fairly good project.

CAVE JUNCTION
7-11-72

0.19 Mi.
1000 feet





CAVE JUNCTION
7-11-72

0.19 M. Tons
1000 feet

Lev. Cs. = $4' \times .25 \times \frac{1000}{27} + 12' \times \frac{450' \times .17}{27} \times 1.43 = 102$ C.Y.

A.C. = $(48.2 \times 10.0) + (24.1 \times 4.50) = 591$

Trench Exc. = $\left(\frac{48' \times 2.0 \times 2.7}{27}\right) + \left(\frac{210' \times 2.5 \times 2.0}{27}\right) \times 1.1 =$ 54 C.Y.

54' of 12" Conc. Culv. x 1.0 = 60'
210' of 6" Perf. x 1.10 = 230'

Gen. Exc. = $\frac{12' \times 450' \times 1.3}{27} \times 1.1 =$ 286 C.Y.

Watering = .0275 x 10Z = 3 M Gal

Binder = $\frac{4}{100} \times 24 \times .19 =$ 460

Spec. Backfill = $1.0 \times \frac{1.0 \times 210'}{27} - \pi \times \frac{3^2}{27} \times 210 \times 1.43 =$ 10 C.Y.

Base = $\frac{12' \times 450' \times 1.0}{27} \times 1.43 = 283$

SCA

PROJECT DATA, CITY OF Cave Junction Date June 28, 1972

To be financed by Special City Allotment Fund and necessary city funds.

Street name Junction and Lister Street
(Locate project on attached map.)

RECEIVED
COUNTY & CITY SECTION
JUN 30 1972
ENGR. COOR. OE AE WE
WPE CE RE RPE

Project length 1000 feet approximately

DESIRED STREET SECTION:

Standard roadway; width of travel way: ~~44~~ 24 G.E.Z. feet, width of shoulders: 4 feet

Curbed section; width curb to curb: ~~44~~ feet

Remarks _____

Surface now in place: Oil ____ Paving X Gravel ____

Present surface width: ~~44~~ 24 G.E.Z. feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No ____

Give width of intersecting streets: Caves Avenue 60 feet

Are intersecting streets curbed? Yes ____ No X

Remarks _____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: 44 feet

City to construct curbs? Yes ____ No X

To be constructed as part of project? Yes ____ No X

Length of desired radius on curb returns: Standard feet

Does city desire special type of curbs? Yes ____ No X

Explain: _____

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes___ No X

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes___ No X

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes___ No X

Are sidewalks to be constructed on both sides of street? Yes___ No X

Give: Length to be constructed and On which side of street

_____feet N.__ S.__ E.__ W.__

_____feet N.__ S.__ E.__ W.__

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No X ; Width: _____feet

Remarks_____

_____

STORM SEWERS -

Now in place? Yes___ No X

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes___ No X

To be constructed as part of project? Yes___ No X

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X No___ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 6 feet

Remarks_____

_____

_____

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 3 1/2 feet

Remarks _____

_____

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes X No ___

Asphaltic concrete? Yes ~~X~~ + or Gr No ___

Portland cement? Yes ~~X~~ No ___

How many? 8

Must driveways be Portland cement to comply with city code? Yes X No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No X (If yes, please include copy of ordinance.)

Remarks _____

_____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No ___

Electric poles? Yes X No ___

Which company? Pacific Power and Light
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? Redwood Telephone Company

Railroad tracks? Yes ___ No X

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks _____

_____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes X No ___

Remarks _____

GENERAL INFORMATION:

Are city finances available? Yes X No ___

When available? Date July 1, 1972

Has city established grade on street? Yes ___ No ___
(If yes, please include copy of data.) Not officially

Please indicate site for disposal of excess excavated material: _____

City Park within 2000 feet of project

General remarks: _____

By Arthur J. Drew
Mayor

By J. A. Lautman
City Recorder or City Manager

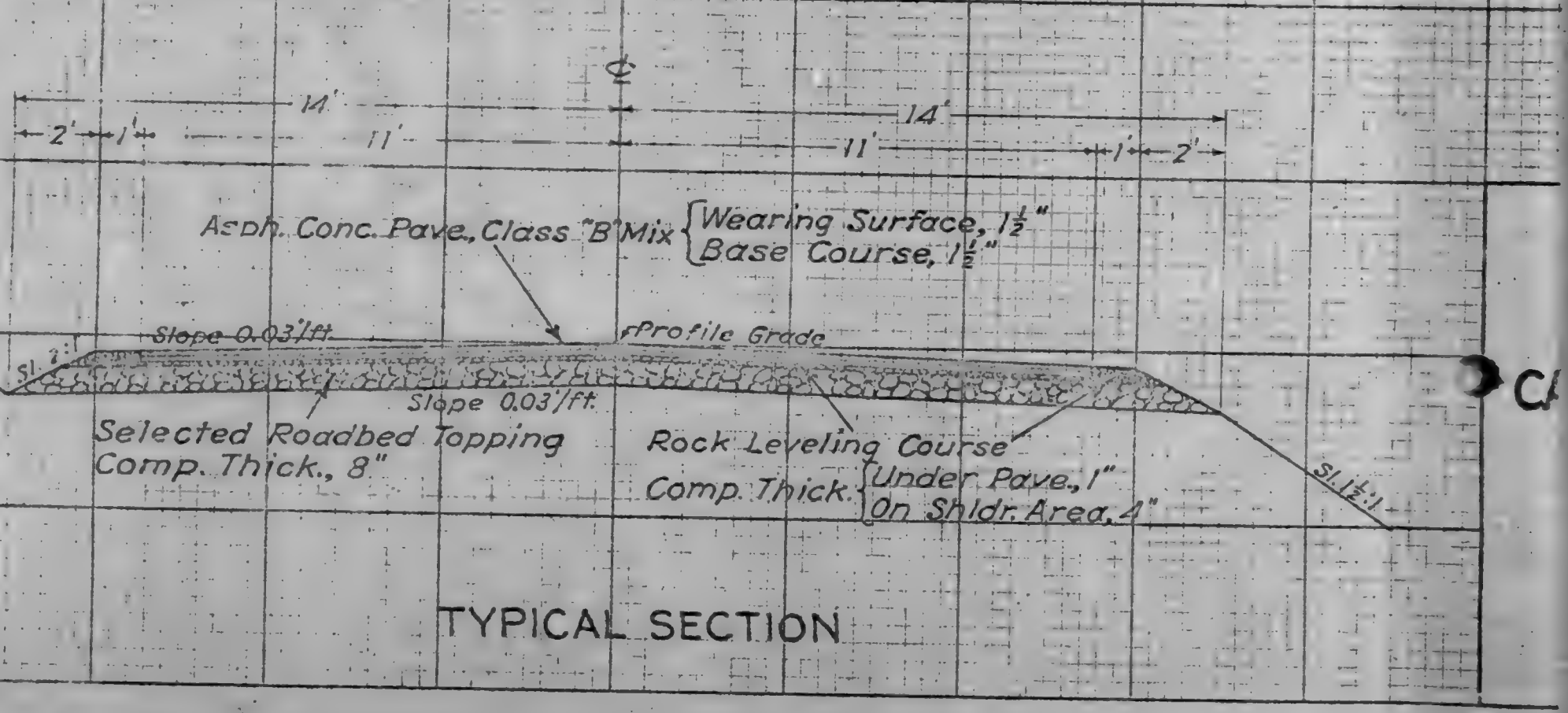
By Per Jorgenson (JK)
City Engineer

5-19-72

Cave Junction (Lister Street) Section,
Grading and Paving

Item No.	Item		Unit Price	Amount
1.	Structural Excavation, Unclassified For Three Dollars and Fifty Cents per cu. yd.	20 cu. yds.	$ 3.50	$ 70.00
2.	General Excavation, Unclassified For One Dollar and Fifty Cents per cu. yd.	350 cu. yds.,	1.50	525.00
3.	Finishing Roadbed and Slopes For One Thousand per mile	0.13 mile	1,000.00	130.00
4.	12-inch Concrete Pipe For Three Dollars per lin. ft.	84 lin. ft.	3.00	252.00
5.	Selected Roadbed Topping For One Dollar and Fifty Cents per cu. yd.	600 cu. yds.	1.50	900.00
6.	Hauling and Placing 1" - 0" Material in Leveling Course & Shoulders For One Dollar and Seventy-five Cents per cu. yd.	120 cu. yds.	1.75	210.00
7.	Sprinkling For Three Dollars per M-gal.	20 M-gals.	3.00	60.00
8.	Hauling and Placing ¼" - 0" Material in Binder Course For Two Dollars and Fifty Cents per cu. yd.	20 cu. yds.	2.50	50.00
9.	Furnishing and Placing MC-2 Asphalt in Binder Course For Sixty Dollars per ton	4 tons	60.00	240.00
10.	Class "B" Asphaltic Concrete For Seven Dollars per ton	350 tons	7.00	2,450.00
			Amount of Contract	$4,887.00

STA. 6+6



TYPICAL SECTION

KEUFFEL & ESSER CO.

☐ ENGR. ☑ COOR. ☑ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ ☐

April 21, 1972

City of Cave Junction
P. O. Box 252
Cave Junction, Oregon 97523

Gentlemen:

This is to acknowledge receipt of a resolution adopted by the City of Cave Junction requesting aid from the annual $250,000 Special City Allotment fund.

Enclosed are two sets of project data sheets which are to be filled out for the requested street improvement. Please make appropriate entries on both sets, retain one set for your records, and forward one set to this office. Expeditious handling of this matter will be appreciated.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1973 program.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HSC:mm

Encl: SCA Project Data Form

RECEIVED
COUNTY & CITY SECTION
APR 20 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805, there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Cave Junction is an incorporated city of the State of Oregon and has a population of 425 as given by the latest official census; and

WHEREAS, the following streets of said city,

Junction Avenue, Watkins Street, and Lister Avenue

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Cave Junction does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate F. A. Kaufman as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 13th day of April, 1972.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Cave Junction at a regular or special meeting of said Council, held on the 13th day of April, 1972, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 19th day of April, 1972

J. A. Kaufman
City Recorder

(cc-50, 1959 Rev.)

SIGNED ROUTES

INTERSTATE
U.S.
OREG.

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

CAVE JUNCTION

JOSEPHINE COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 330

Scale in Feet

Revised December 1968

Red line indicates proposed street improvement

7898 Odell Lake Rock Production Proj. 1973
on the Willamette Highway

7898

5

November 16, 1973

U. S. Fidelity & Guaranty Co.
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

On November 5, 1973, we wrote to you concerning release of final payment on Contract No. 7898 awarded to Jed Wilson and Son for the Odell Lake Rock Prodnction Project on the Willamette Highway in Klamath County.

Final payment on this contract is $2,322.72 and the total contract amount is $59,016.89.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

FW:db

cc: Jed Wilson & Son
Box 125
Lapine, Oregon 97739

bc: C. T. Keasey
Walt Hart
Vern Skoog
Attn: Dick Hacek
J. F. Putnam

7898

November 1, 1973

TO Oregon Transportation Commission

FROM
A. E. Johnson
Acting State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7898, Work Completed October 3, 1973

Project Odell Lake

Highway Willamette, County Klamath

Type of Work Rock Production

Contractor Jed Wilson & Son

Recommended Acceptance Date November 1, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on November 21 for your formal concurrence.

cc C. H. Head
F. B. Klaboe
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

VG:dg

7898

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Odell Lake		WEEK ENDING: October 13, 1973
		SECTION PREFIX: 18-8345
HIGHWAY: Willamette		COUNTY: Klamath
NAME OF JOB: Odell Lake	KIND OF WORK: Rock Production	
CONTRACTOR: Jed Wilson & Son	CONTRACT NUMBER: 7898	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 1, 1973	DATE WORK STARTED: September 5, 1973	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 62,889.13	SPECIFIED COMPLETION DATE: October 15, 1973	PERCENT OF TIME ELAPSED: 91
EXCLUSIVE OF ENGINEERING: $ 57,396.63	ENGINEERING AUTHORIZATION: $ 5,492.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 59,678.07	This week 912.09	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: incl Engr. 102
ESTIMATED PERCENT: OVERRUN / ~~UNDERRUN~~ 4 %	ENGINEERING COST TO DATE: $ 4,642.09	DATE PROJECT WAS COMPLETED: October 3, 1973
	PERCENT OF AUTHORIZATION 85 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			20,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			21,860 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			21,860 CY		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Keasey Rond Jackmond Hardt Johnson Wagner Deeling Scofield Glenn Berg

RECEIVED
OCT 15 1973
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work
MONDAY	Office personnel worked on Semi-final data Monday thru Wednesday.
TUESDAY	
WEDNESDAY	Semi-final submitted to Region Office
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Office personnel worked on Semi-final data Monday thru Wednesday.

Semi-final was submitted to Region Office Wednesday Oct. 10, 1973.

This is last Weekly Report for this project.

SIGNED Bob Aldrich
Ass't Res. Engineer

LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

7898

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 19, 1973

Jed Wilson & Son
Box 125
Lapine, Oregon 97739

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7898 for the
Odell Lake Rock Production
Project on the Willamette
Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc U. S. Fidelity & Guaranty Company
320 S. W. 6th
Portland, Oregon 97204

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
R. H. Clark

5

7898

June 1, 1973

Jed Wilson and Son
Box 125
Lapine, Oregon 97739

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7898 in the amount of $54,600 for the Odell Lake Rock Production Project on the Willamette Highway in Klamath County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

by

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
R. H. Clark

7899 East Main Street-Homedale Road 1973
(Klamath Falls) Section
(Tr. sig. at nine intersections)

C+A 4656 1-25-73

#7899

OREGON STATE HIGHWAY DIVISION

June 6, 1974

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

State Treasury Department
103 State Capitol Building
Salem, OR 97310

Re: Treasurer's Receipt #652
(Bond 4795) in the amount
of $3,000.00
Contract 7899
Hamilton Electric Inc.

Attention: Merle Crowe, Cashier

State Highway Contract #7899 for which the above deposit was made has been completed and this bond is no longer required in lieu of retainage on this contract.

Hamilton Electric Inc., in a letter dated April 29, 1974 requested that this bond #4795 ($3,000.00) now be transferred and used in lieu of retainage on their new contract 7983.

V. E. Skoog
Fiscal Officer, OREDOT

By RJ Hacek
By C. Palmer

R. J. Hacek
Accounting Systems Officer

cc: Hamilton Electric, Inc.

bc: C. W. Head
John Bond
V. Gallagher
Charles Barrett

NOTED
C. W. HEAD

RECEIVED
MAY 24 1974
Contract Accts.

HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

April 29, 1974

State Treasury Department
103 State Capitol Building
Salem, Oregon 97310

Attention: Merle Crowe, Cashier

Re: Treasurer's Receipts #652, 777, 778
Totaling $5,000.00

As soon as releases are received for O.S.H.D. Contract #7899, Receipt #652, Bond #4795 ($3000.00); for Contract #7870, Receipt #777, Bond #M6286 ($1,000.00); for Receipt #778, Contract #7946, Bond #4645 ($1,000.00) - please apply all bonds in lieu of retainage on O.S.H.D. Contract #7983 and advise us of transfer.

HAMILTON ELECTRIC

Betty L. Hansen

Betty L. Hansen (Mrs.)
Office Manager

BLH/gg

Dick:
I am forwarding this original letter I received from Hamilton Electric. I Kept a Copy awaiting word of your releases.

232 WEST 5th AVENUE 503/345-8711 POST OFFICE BOX 708 EUGENE, OREGON 97401

RECEIVED
MAY 24 1974
Contract Accts.

7899

May 13, 1974

Great American Insurance Co.
Pacific Northwest Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

On May 2, 1974, we wrote to you concerning release of final payment on Contract No. 7899 awarded to Hamilton Electric, Inc., for a traffic signal on East Main Street-Homedale Road (Klamath Falls) Section of the Klamath Falls-Lakeview Highway in Klamath County.

Final payment on this contract is $440.64 and the total contract amount is $41,643.34 including $377.34 for work performed under force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

fhm

cc Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97401

C. T. Kassey
Walt Hart
V. E. Shoog Attn: Dick Hasek
Carl Williams

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on May 1, 1974 I accepted the following:

Contract No. 7899 , Work Completed Mar. 8, 1974

Project E.Main St.-Homedale Rd. (Klamath Falls)

Highway Klamath Falls-Lakeview County Klamath

Type of Work Traffic Signal Installation

Contractor Hamilton Electric, Inc.

J B Kleber

Administrator and
State Highway Engineer

7899

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: E. Main St.-Homedale Rd. (Klamath Falls)		WEEK ENDING: April 6, 1974
		SECTION PREFIX: 18-1154
HIGHWAY: Klamath Falls, Lakeview		COUNTY: Klamath
NAME OF JOB: E. Main St.-Homedale Rd. (Klamath Falls)	KIND OF WORK: Traffic Signals	
CONTRACTOR: Hamilton Electric, Inc.	CONTRACT NUMBER: 7899	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 10, 1973	DATE WORK STARTED: November 28, 1973	ESTIMATED COMPLETION DATE: March 8, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: - SUPERVISION: -	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 200	CALENDAR DAYS USED: 241
PROJECT AUTHORIZATION: $ 75,387.95	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 121
EXCLUSIVE OF ENGINEERING: $ 68,803.85	ENGINEERING AUTHORIZATION: $ 6,584.10	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 66,011.00	Exp this week 510.09 ENGINEERING COST TO DATE: $ 7,211.77	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION incl Engr. 95
ESTIMATED PERCENT: [redacted] UNDERRUN . . . . . 4 %	PERCENT OF AUTHORIZATION . . . . . 109 %	DATE PROJECT WAS COMPLETED: March 8, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signal Inst.
					100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Overcast-Mild Snow Late P.M.			
MONDAY	Snow-Cold			
TUESDAY	Cldy.-Cool-Snow Flurries			
WEDNESDAY	" " "	"		
THURSDAY	Frost A.M. Clear-Mild			
FRIDAY	Cldy.-Rain-Wind			
SATURDAY	Cldy.-Rain-Wind			

RECEIVED
APR 8 1974
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The Semi-final was submitted to Region Office Friday April 5, 1974
This will be the last report for this project.

SIGNED E. J. Dunn LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

7899

5

Salem, Oregon

March 15, 1974

C. T. Keasey, Construction Engineer

Vince Gallagher
for C. T. Keasey
Construction Engineer

Request Contract Acceptance

Contract 7899, Work Completed March 8, 1974

Project E. Main St.-Homedale Rd. (Klamath Falls)

Highway Klamath Falls-Lakeview

County Klamath

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date_____

Conditions not acceptable:

Construction Engineer

VG:bb

cc: H. S. Cox
J. R. Oakes
Virgil Boyd
John Jenkins
Donald L. Trout

7899

S

OREGON STATE HIGHWAY DIVISION

January 30, 1974

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

State Treasurery Department
103 State Capitol Building
SALEM, OR 97310

Re: Treasurer's Receipts #652,778,777
totaling $ 5,000.00 - Contract 7861
Hamilton Electric, Inc.

Attention: Merle Crowe, Cashier

Gentlemen:

Contract 7861 to which the above receipts apply has been completed. This releases these TCD for use in lieu of retainage on active contracts as follows:

Treasurer's Receipt #	Bond Number	Amount	Contract Number
652	4795	$3,000.00	7899
777	M6286	1,000.00	7870
778	4645	1,000.00	7946

The total amount on deposit remains the same.

Very truly yours,

V. E. Skoog, Fiscal Officer
OREDOT

By

R. J. Hacek
Accounting Systems Officer

CRP:pl

cc: Hamilton Electric Inc.
P. O. Box 708
Eugene, Oregon 97401

bc: C.W. Head
John Bond
Vince Gallagher
John Herr

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

1791

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 27, 1973

TO L. E. George
Traffic Engineer

FROM R. B. Sipprell
Liaison Engineer

SUBJECT

I called Senator Fred Heard at Klamath Falls this morning and discussed with him the status of the South 6th Street traffic signal project. This was in response to a call from Mrs. Heard yesterday following an inquiry made of the Senator by a local radio station after a fatal accident had occurred earlier in the week at one of the intersections scheduled to be signalized.

He also brought up another matter this morning having to do with the intersection of the Klamath Falls-Lakeview Highway and the Klamath Falls-Malin Highway. He indicated that he was pleased with the new intersection layout, but that a local grange member had reported to him last night that he had been ticketed for running a red light which was the result of the timing of the signal being off, with the yellow period being too short, and he asked that this be checked. Will you please follow up on this?

RBS:ob
cc - F. B. Klaboe
A. E. Johnson
E. S. Hunter
H. S. Coulter
Carroll Keasey
J. F. Putnam

RECEIVED
SEP 28 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7899

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 28, 1973

Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7899 for traffic signal installation on the East Main Street-Homedale Road Section in the City of Klamath Falls on the Klamath Falls-Lakeview Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
E. J. Dunn

7899

bc C. T. Keasey
Walt [illegible]t
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
R. H. Clark
William Geibel (SAIF)

5

June 19, 1973

Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on June 1, 1973, accepted your proposal for traffic signal installation on the East Main Street-Homedale Road Section in the City of Klamath Falls on the Klamath Falls-Lakeview Highway in Klamath County in the amount of $44,341 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the City of Klamath Falls and Klamath County is received and the sum of $4,090 is deposited by the City and $30,720 is deposited by the County.

6-19-73
Carl Nelson called & said to award contract per LE George's memo of 6-18-73 fran

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7899.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 30, 1973.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. H. Graham, Assistant Secretary

hs
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

7899

May 30, 1973

TO Oregon State Highway Commission

FROM F. B. Klaben
State Highway Engineer

SUBJECT Bid Opening May 24, 1973
Job No. 8
E. Main St.-Homedale Rd.
(Klamath Falls) Section

Job No. 8, E. Main St.-Homedale Rd. (Klamath Falls) Section, on the May 24th bid opening, was recommended for award to Hinson Electric, Inc.

Further investigation disclosed that they were only prequalified under the name Hinson Electric, a partnership, and not prequalified under Hinson Electric, Inc., the name in which they bid.

It was determined by our Legal Section that this proposal should not be accepted.

It is therefore recommended that 2nd low bidder, Hamilton Electric, Inc., of Eugene, be awarded the contract in the amount of $44,361.00.

VB:bb
cc: Cecil Mead
G. M. Baldwin
A. E. Johnson
H. S. Coulter
E. S. Hunter
R. L. Schroeder
L. H. Young
C. T. Keasey
W. J. Hart
J. H. Versteeg
V. E. Skoog

7899

5g

1-23-73

January 25, 1973

City of Klamath Falls
City Hall
Klamath Falls, Oregon 97601

Attention: Mrs. Rosie Keller
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 4656

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the modification of traffic signals at various intersections on the Klamath Falls-Lakeview Highway (South 6th Street).

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc L. E. George
(conf. agree. att.)

RECEIVED
JAN 16 1973
FOR FILING

7877

January 16, 1973

To Oregon State Highway Commission

From F. B. Kiebon
State Highway Engineer

Subject Traffic Signal Installation
Klamath Falls-Lakeview Highway
Klamath Falls and Vicinity

Agreements have been reached with Klamath County and the City of Klamath Falls for the modernization of the traffic signals on the Klamath Falls-Lakeview Highway (South 6th Street) in and adjacent to Klamath Falls.

The work to be done consists of the installation of traffic signals at the Crest Street, 6th Street, and Nevada Road intersection. The existing traffic signals at six intersections will be converted from actuated to pre-timed operation. All of the signals in the section will then be interconnected to form a coordinated traffic signal system.

The estimated cost of this work is $30,000, to be split equally between the State and the local jurisdictions. The local jurisdictions will pay power costs and the State will maintain the traffic signals. The State's share of the cost is to be charged to current State Construction Funds.

Your approval of the agreements and authorization for the Secretary to sign in your behalf is recommended. This matter will be on the agenda for the January 23 meeting.

cc: [illegible]

FOR FILING

7899

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 24, 1972

SUBJECT:

To: MEMO TO FILE

By:
L. E. George
Traffic Engineer

Subject: Traffic Signal Agreement
S. Sixth Street
Klamath Falls

This letter is to serve as a record for the file that the District Engineer, Region Engineer and I met with representatives of Klamath County and the City of Klamath Falls to resolve details involving a proposed traffic signal agreement that would require the cooperation of the County, the City and the State.

The agreement involves an extended and interconnected signal system on S. Sixth Street, as well as new installations. Action on this matter was initiated some months ago through Mr. Edwards' office.

With certain revisions in the locations of the new installations and with some assurance and explanation at the meeting with respect to the proposed operation of this system, the County and City implied verbally that they would be willing to proceed with the project. Revised copies of the County agreement are being transmitted directly to Mr. Gunter's office in order to expedite the signatures by the City and County. The County is particularly anxious to have this project initiated before the beginning of the next fiscal year in order that they might be able to commit already budgeted funds for this work.

LEG:njc

cc: Tom Edwards
R. L. Schroeder
J. F. Putnam
J. L. Gunter/Att.
H. S. Cox

NOTED
R. L. SCHROEDER

RECEIVED
NOV 27 1972
Office of
Assistant State Highway Engineer

RECEIVED
OCT 12 1972
FOR FILING
7899

October 10, 1972

Mr. Peyton Hawes
Payless Drug Store
234 NW 5th Avenue
Portland, OR 97209

Dear Mr. Hawes:

Your letter of September 22 to Mr. Jackson suggested some traffic control projects on S. Sixth Street near the Town & Country Shopping Center east of Klamath Falls.

We have been negotiating for a rather extended period of time with Klamath County and the City of Klamath Falls on a cooperative traffic control project covering all of S. Sixth Street east of the railroad overcrossing. This project includes remodeling of the existing traffic signals to form a coordinated system and the installation of signals at several intersections, including Crest Street.

These negotiations are almost consummated and it is hoped that we will be able to let a contract in the early spring. Upon completion of the project, traffic conditions on S. Sixth Street should be greatly improved.

Thank you for your interest in traffic matters.

Very truly yours,

Tom Edwards
State Highway Engineer

bc: Glenn L. Jackson
G. M. Baldwin
R. L. Schroeder
F. B. Klaboe
L. E. George
J. F. Putnam

VPJ:njc dps

General Offices and Warehouse
234 N.W. FIFTH AVENUE
PORTLAND, OREGON 97209

ALBANY, OREGON
300 West 2nd St.
Bruce Sharrah, Mgr.
BEAVERTON, OREGON
Bernard Mall
Archie Buys, Mgr.
BEND, OREGON
Jerry Offerdahl, Mgr.
COOS BAY, OREGON
Stan Olberg, Mgr.
CORVALLIS, OREGON
126 So. 4th
J.E. Swyter, Mgr.
CORVALLIS, OREGON
922 N.W. Circle Blvd.
W. L. Hornberger, Mgr.
EUGENE, OREGON
57 West 29th Avenue
Allen Culver, Mgr.
EUREKA, CALIFORNIA
John Judy, Mgr.
GRANTS PASS, OREGON
G. C. Laizure, Mgr.
KLAMATH FALLS, OREGON
808 Main Street
Noel Flynn, Mgr.
KLAMATH FALLS, OREGON
Town & Country
Shopping Center
S. J. Neitling, Mgr.
LA GRANDE, OREGON
J. E. Engle, Mgr.
LEWISTON, IDAHO
628 Main Street
Everett Brown, Mgr.
LEWISTON, IDAHO
Lewiston Center
Kenneth Barker, Mgr.
LONGVIEW, WASHINGTON
Barclay Armitage, Mgr.
MEDFORD, OREGON
Willard Chinn, Mgr.
NORTH BEND, OREGON
Carlton Conner, Mgr.
PASCO, WASHINGTON
E. G. Taylor, Mgr.
PENDLETON, OREGON
Robert L. Lovitt, Mgr.
PORTLAND, OREGON
501 S.W. Washington
Wm. S. Milne, Mgr.
PORTLAND, OREGON
102rd & S.E. Washington
Will Vernon, Mgr.
REDDING, CALIFORNIA
Ed Bring, Mgr.
RICHLAND, WASHINGTON
Jack Dowd, Mgr.
ROSEBURG, OREGON
Paul Orr, Mgr.
SALEM, OREGON
Center at Liberty
Theron Northrop, Mgr.
SALEM, OREGON
823 Lancaster Drive N.E.
Donald Graves, Mgr.
SPRINGFIELD, OREGON
Orrin Westberg, Mgr.
THE DALLES, OREGON
Norman Northrop, Mgr.
VANCOUVER, WASHINGTON
Clyde Shoblom, Mgr.
WALLA WALLA, WASHINGTON
Dean Christensen, Mgr.
WENATCHEE, WASHINGTON
H. E. Drewniany, Mgr.
YAKIMA, WASHINGTON
Paul Irsfeld, Mgr.

Pay Less DRUG STORES
NORTHWEST, INC.

ADDRESS YOUR REPLY TO
PAY LESS DRUG STORE
GENERAL OFFICE
234 N. W. 5th Avenue
Portland, Oregon 97209
Telephone 224-8750

RECEIVED
SEP 25 1972
OFFICE OF
Glenn L. Jackson

Ted Baldwin

September 22, 1972

This needs [illegible]

Mr. Glenn Jackson
920 S. W. Sixth Avenue
Portland, Oregon

Dear Glenn:

I recently discussed with you the deplorable traffic problems on S. W. Sixth Avenue, Klamath Falls in front of the Town & Country Shopping Center. You were aware of these problems and asked me to write this reminder. I am including some information which might be helpful.

I am told that:

1. Traffic conditions have been aggravated by the addition of a new Thunderbird Hotel;

2. Our own store serves from 20 to 25,000 customers each normal week. We receive many complaints from customers about the dangers involved in crossing the lanes without a light or holding lanes. There are many other stores there and more are to be added including an enlargement of the U. S. National Bank;

3. Our manager suggests:
   a. place a traffic control light at Crest Street,
   b. widen S. W. Sixth by removing the very wide island and putting in left turn lanes in the center.

We fear that some serious accidents are inevitable unless action is taken to provide for traffic crossing that highway. Thank you for taking this up with the proper highway authorities.

With kind regards,

Yours sincerely,

Peyton Hawes

PH:lm

Klamath

RECEIVED
SEP 28 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 27 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
STATE HWY ENGR
SEP 28 72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
OCT 5 - 1972

FOR FILING

7899

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE October 5, 1972

TO L. D. George
Traffic Engineer

FROM Tom Edwards
State Highway Engineer

SUBJECT Proposed Traffic Signal
South 6th Street, Klamath Falls

Please proceed as outlined in your September 28 letter. If I remember correctly, it was our thought that one of the lights somewhere beyond Ward was put in for control purposes only, to provide progression and possibly gaps for traffic entering from private driveways.

TE:ms
cc F. B. Klaboe
R. L. Schroeder

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE: September 28, 1972

SUBJECT:

To: Tom Edwards
State Highway Engineer

BUILDING

FROM: L. E. George

L. E. George
Traffic Engineer

SUBJECT: Proposed Traffic Signal
S. 6th Street
Klamath Falls

RECEIVED
STATE HWY ENGR
SEP 28 '72
REFER TO
FOR
Info | Invest | R/D | DR | Sign | Act | File

Several weeks ago, you requested this office to determine the status of a proposed traffic signal project on South 6th Street in Klamath Falls.

On November 24, 1971, an agreement suggesting such a project was sent to both the City of Klamath Falls and the Klamath County Board of Commissioners. For reasons unknown, both agencies declined to comment or answer our original correspondence. After your request, the District Engineer contacted both the City and County to determine their wishes on this matter. Both agencies have corresponded with the Regional Office, suggesting a considerable number of changes in the proposed project, including the locations at which the traffic signals were proposed to be installed. Copies of all the correspondence and a copy of the original agreement transmitted are attached.

Our comments on the various items mentioned by the County are as follows:

1. The Washburn Way intersection is partially within the City. We can include it in the agreement with the City. Altamont Drive is a county road. I can see no reason why the intersection should not be included in the agreement.

2. I do not believe that it makes much difference whether Hope Street and Homedale Road or Wiard Street and Madison Street are signalized, and suggest that we go along with the County.

3. This requires no change in the present agreement.

4. I believe that the State should assume responsibility for all maintenance of the traffic signal system. The intersection of the Eastside Bypass and Shasta Way is not a part of the system and should not be included in the agreement.

SP 92475-794

The city's letter suggests that the State assume maintenance of the existing signal at South 6th Street and East Main.Since this would be a retroactive acceptance of the maintenance responsibilities, I would recommend against this proposal.

If you approve of the suggestions outlined in this letter, I will prepare correspondence for you based on the above comments for transmission to both the City and the County.

LEG:pb

Attached

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET ... TELEPHONE 884-5161
AREA CODE 503 ... ZIP CODE 97601

September 13, 1972

Mr. John Gunter
District Engineer
Oregon State Highway
2557 Altamont Drive
Klamath Falls, Oregon

Re: South Sixth Street - East Main Traffic Signal Agreement

Dear Mr. Gunter:

Reference is made to your letter dated August 14, 1972, regarding the attitude of the City of Klamath Falls toward the agreement submitted by Mr. F. B. Klaboe for the subject project. The City Manager has referred the matter to this office for reply.

The City has reviewed the project as it applies to the proposed work outside the corporate limits. In this regard, the City would be prepared to enter into the agreement if a modification were made to paragraph three under the heading "Things to be done by the City."

In view of the fact that the entire interconnected signal section proposed for South Sixth Street is on the State Highway system, it is suggested that future maintenance responsibility of the East Main Street signal be vested with the Oregon State Highway Division. In this manner the State would administer its signal system in a more coordinated fashion and probably at less expense than if the entire interconnected system maintenance responsibility were divided between two political jurisdictions. The City would be prepared to provide the cost of power for the East Main intersection only. If paragraph three can be modified in this fashion, I believe the City will be prepared to execute the agreement.

We will be looking forward to receiving a response from you on this matter.

Sincerely,

R H Tutty

Roger H. Tutty, P.E.
Director of Public Works

RHT:mb

cc: John O. Halvorsen
F. B. Klaboe

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

2557 Altamont Drive
Klamath Falls, Oregon 97601

Date: 14 August 1972

To: J.F. Putnam
Regional Engineer
B E N D

SUBJECT: Proposed Traffic Signals
South Sixth Street
Klamath Falls-Malin Jct.
Klamath Falls-Lakeview Hwy
Klamath County

From: JOHN L. GUNTER
District Engineer

Attached hereto please find letter dated 8 August 1972 from Mr. Lyle C. Smith, Director of Public Works for Klamath County, wherein the County is expressing their desires to change certain items in subject project.

Under Item 2, sub sections (b) & (c), change in location from Wiard Street to Hope Street. I do not recommend this as Hope Street only intersects South Sixth Street from the South.

As far as a signal at Homedale instead of Madison Street is concerned, I feel this signal warrant is greater at Madison Street.

The County does not feel a signal is warranted at Hilyard. I concur with this at least for the present time, until we can see what develops after the Patterson Street-Malin Jct. Section is completed.

Item 5. The City, for the time being, dropped the signal request and has recently installed illumination at Washburn Way and Eastside Bypass junction.

It is further recommended this request be referred to the Traffic Engineer for re-study and recommendations.

Klamath County ~ Road Department

COURTHOUSE — 503-882-2801 — KLAMATH FALLS, OREGON 97601

August 8, 1972

Mr. John Gunter
Maintenance Engineer
Oregon State Highway Department
2557 Altamont Drive
Klamath Falls, Oregon 97601

Dear John:

This is in reference to the proposed cooperative agreement between Klamath County and the State of Oregon for traffic control signals. We recommend that the agreement be re-worded to reflect the following considerations:

1. Convert existing control to Three-Phase, Pre-Timed.
   a. South Sixth Street and Austin Street
   b. South Sixth Street and Summers Lane
   c. South Sixth Street and Eastside Bypass
2. Install Three-Phase, Pre-Timed signals.
   a. South Sixth Street and Crest Street
   b. South Sixth Street and Hope Street
   c. South Sixth Street and Homedale Road

Note: We believe Hope Street should replace the Wiard Street recommendation and Homedale Road should replace Madison Street. We do not believe Hilyard Street should be considered at the present time. We believe Crest Street should have a top priority for installation. We believe the following should not be in this agreement:

a. South Sixth Street and Washburn Way
   is a State and City project.
b. South Sixth Street and Altamont Drive
   is a State only project.

Klamath County ~ Road Department

COURTHOUSE — 503-882-2501 — KLAMATH FALLS, OREGON 97601

3. Interconnect the traffic signals listed in Items 1 and 2, above, to form a coordinated traffic signal system.
4. Incorporate the maintenance and power bill agreement to include and amend any previous agreement at the following intersections:
   A. Eastside Bypass and Shasta Way
   B. South Sixth Street and Summers Lane
   C. South Sixth Street and Eastside Bypass
5. In reference to a City of Klamath Falls proposal, we do not agree that a signal should be installed at Washburn Way and Eastside Bypass. We believe this intersection could be better controlled by removal of a dirt bank and by proper lighting.

Yours very truly,

Lyle C. Smith
Director of Public Works

cc: Board of Commissioners
LCS:cr

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

August 14, 1972

Rep. Fred W. Heard
P. O. Box 613
Klamath Falls, Oregon 97601

Dear Fred:

In further reply to your July 31st letter concerning the need for a traffic light on South Sixth, either at Madison or Homedale, I offer the following for your information.

Last fall, after a study of traffic conditions between East Main Street and Malin Junction, proposals were made to the county and city to upgrade conditions on this section by converting existing traffic signals to pre-timed operation and installing additional signals at four or five intersections, one of which would have been at Madison Street. It was proposed to do this on a cooperative basis with the county to pick up 50 percent of the cost on the rural section and the city 50 percent of the cost of one signal inside the city limits at East Main.

Nothing further has been heard from the county or city since the proposed agreements for doing this work were tendered to them in November, although recent inquiry was made of District Engineer Gunter by the Town and Country Merchants Association which is extremely interested in having a signal installed at Crest Street.

I would presume that lack of response may be do to a shortage of funds, but in any event it appears that the next move would be up to the city and county.

Best regards.

Very truly yours,

NOTED
F. B. KLABOE

R. B. Sipprell
Liaison Engineer

RBS:ob
cc - Tom Edwards

RECEIVED
AUG 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

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FOR FILING

OREGON STATE HIGHWAY DIVISION

7899

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

August 3, 1972

Rep. Fred Heard
P. O. Box 613
Klamath Falls, Oregon 97601

Dear Fred:

I checked on the matter of the rock fall problem along Klamath Lake on US97 and find that we did complete cleaning out of the area behind the rubble wall last spring. This area will also be cleaned out this fall, probably in September. The use of wire netting as shown in the picture enclosed with your letter, which we have also used at a couple of locations where the slopes are relatively short and the rocks are not large, would be impractical in a location where the slopes are as extensive as they are at Modoc Point. I will, however, pass your letter on to Tom Edwards in the event that he has additional comments on this subject.

I am also referring to Mr. Edwards your suggestion for a cross-walk light on South Sixth in Klamath Falls, which I am sure he will have looked into and be in touch with you as to the results of the investigation.

With respect to your inquiry for publicizing the law and regulations concerning waste disposal from recreational vehicles, I find that just about everything that can be done is being done. In addition to news releases from the Public Information office of the Division of Motor Vehicles, an informational stuffer, such as the one attached, is being provided in response to inquiries to our Travel Information office here in Salem, through our Tourist Information offices, the State Parks and Chambers of Commerce throughout the state. The Motor Vehicles Division is also putting out a similar notice, through their Salem and field offices, to initial registrants of recreational vehicles, as well as mailing one from their Salem office with renewal notices for re-registration of all campers and travel trailers.

Your pictures are returned herewith. Best regards.

Very truly yours,

Ralph

R. B. Sipprell
Liaison Engineer

RBS:ob
Attachment
cc - Tom Edwards

NOTED
TOM EDWARDS

HOME ADDRESS
FRED W. HEARD
P.O. BOX 613
KLAMATH FALLS, OREGON 97601

PHONE
(503) 882-6157

SUND ✓
SIPPRELL
EARLEY
FRYER
PHOTO LAB.

COMMITTEES
EDUCATION
TRANSPORTATION

ASSISTANT DEMOCRATIC LEADER
HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

RECEIVED
AUG 3 1972
OFFICE OF
LIAISON ENGINEER

July 31, 1972

Mr. Ralph B. Sipprell
Highway Building
Salem, Oregon 97310

Dear Ralph:

Would you please send 30 Oregon Park maps to Mrs. Dan House, Route 2 Box 809B, Swan Lake Road, Klamath Falls, Oregon 97601? If these maps are not available, the official Oregon State map would be all right.

I am enclosing two pictures for your study. The first shows some children crossing South Sixth Street. You will recall that South Sixth is one of the busiest streets in the state. The children crossing is typical. Would it be possible to have a light installed at either Madison and South Sixth or Homedale and South Sixth. One of these days, someone is going to be killed.

The second picture was taken along a Washington highway. I am, of course, thinking about the stretch of highway north of Klamath Falls. We have discussed this before. The picture shows a net system that they are using in Washington. It's interesting that I am receiving several calls a month on this subject and something really should be done to correct the situation. Would you please check into this idea and let me know what you find out.

Also, I have had several complaints concerning the new regulation regarding sewage and camping devices. People generally agree with the law--but they are not aware of its passage. They get mad when they receive a citation because they have not heard that the law has been changed. Could this be advertised more in public service statements?

Many thanks for anything that you can do regarding these matters. Would you please return the pictures?

Kindest regards.

Cordially,

Fred

NOTED
R. B. SIPPRELL

DEC 1 • 1971
FOR FILING
IN 7899

Salem, Oregon
November 30, 1971

Traffic Signal Installations

Mr. F. B. Klaboe
Assistant State Highway Engineer

Mr. A. E. Johnson
Assistant State Highway Engineer

Please note Item (4).

I suggest we send as-constructed drawings to cities and counties immediately following completion of a job which they are to maintain. I also suggest that we include appropriate people from city and/or county on final inspections of these jobs.

Maybe we already do these things.

E. S. Hunter
Assistant State Highway Engineer

ESH:kmb
Attachment

cc: Tom Edwards w/attachment

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 24, 1971

SUBJECT: Traffic Signals, Klamath Falls

To:

E. S. Hunter
Asst. State Highway Engineer

B u i l d i n g

During the week of November 8, Mr. Edwards requested that immediate assistance be given to the City of Klamath Falls in maintaining their signals on the 5th-6th Street Couplet. The signals in question are those installed under a State contract in 1964.

Immediate assistance was given the City by an electrical crew who were in Klamath Falls the day of the call, and a relay required was shipped by bus and installed the next day.

I asked Bob Judson to contact Paul Hamblin representing the City of Klamath Falls to review their request for assistance with the signal system on the 5th-6th Street Couplet. The following four complaints were registered from the City by Paul Hamblin; and Mr. Judson's replies are noted after each complaint.

(1) An abandoned section of the interconnect circuit shorted out causing the problem during the week of November 8.

NOTED
S. HUNTER

This was an oversight by our crews when the 5th-6th Street couplet was installed and has been corrected.

(2) The color coding was not followed when the interconnect circuit system was installed under contract in 1964.

Judson feels that although this is true, it does not constitute a problem justifying rewiring.

(3) Signal conductors are shorting out inside the signal head hangers caused by stripping the cable jacket back too far and exposing the conductors to abrasion where the cable enters the signal head. A spot check was made of 11 signal heads, five of which were found to be installed in this manner.

NOTED
E. S. HUNTER

This would require rewiring of all the signal conductors. Judson does not feel this is justified. His feeling is that this should be considered as a maintenance item which could be expected on any signal which is seven years old.

(4) Plans for signal work were never supplied the City, thus making maintenance difficult.

This would be the first time blueprints were requested by the City. These are being assembled and will be sent to Mr. Hamblin.

From Judson's overall inspection of the signal installation, and discussions with Eastside Electric engaged by the City as far as we know to accomplish the maintenance of this signal system, it was evident that little repair work and no preventative maintenance is being performed on this signal system. Judson's feeling is that the signal system is seven years old and requires maintenance, and that unless the City provides for said maintenance we can expect further complaints.

Considering the contact by the Mayor to Mr. Edwards, it would seem appropriate that a letter be directed to the City advising that the maintenance of this signal system installed under State contract for the City is their responsibility, and that such a system does require maintenance after seven years. A solution might be that we establish a maintenance schedule for the City to utilize and Judson could assist them. However, in my discussions with Paul Hamblin in setting up the meeting with Judson, it appears the City is simply after the State Highway Division to maintain this system.

Robert N. Bothman
Maintenance Engineer

RNB:mp

RECEIVED
NOV 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 26 1971

7899

November 24, 1971

Mr. Lawrence C. Casey
City Manager
City Hall
Klamath Falls, OR 97601

Dear Mr. Casey:

The State Highway Division has completed a study of traffic conditions on the Klamath Falls-Lakeview Highway (South Sixth Street) between East Main Street and Main Junction. It is believed that traffic conditions on this section can be improved through conversion of the existing traffic signals to pre-timed operation and the installation of signals at four intersections between the Eastside Bypass and the Junction.

One intersection within the overall project would fall within the city of Klamath Falls. This is the East Main Street intersection. It is proposed to convert this intersection to pre-timed operation and to interconnect the signals at this intersection with the signalized intersections to the east. The estimated cost of the work is $3,000.

The Klamath County Board of Commissioners is being asked to cooperate in the work to be done in the rural area. We are asking that the City cooperate in regard to the East Main Street intersection to the extent of paying one-half the cost of the work to be done, and to continue to maintain the signal and pay for power consumption.

Please present this matter to City officials for their consideration. If the project is approved, it would be appreciated if the proper City officials would execute the attached copies of the agreement and you would return them

to this office. We will then arrange for their execution by the Highway Commission, after which you will be furnished with a fully executed copy.

The work on the East Main Street intersection is conditioned upon approval and participation by Klamath County on the work to be done on the rural section.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosures
VPJ:pb la

bc R. L. Porter
Tom Edwards
L. E. George
J. F. Putnam, w/encl.

RECEIVED
NOV 26 1971
FOR FILING
7899

November 24, 1971

Klamath County Board of
Commissioners
Courthouse
Klamath Falls, OR 97601

Attention: Mr. Robert Pyle, Chairman

Gentlemen:

As you are aware, there have been a number of studies looking to possible improvement of traffic conditions on the Klamath Falls-Lakeview Highway (South Sixth Street) between Klamath Falls and Main Junction.

It is believed that the greatest benefit and improvement of traffic conditions can be obtained through conversion of the existing traffic signals to pre-timed operation, the installation of additional signals, and the interconnection of all signals to form a coordinated traffic signal system throughout the section. This would require conversion of the five existing signals and installation of signals at the Crest, Wiard, Madison and Hilyard intersections. The total estimated cost of the work is $75,000.

The State would be willing to enter into an agreement for such a project and pay one-half the cost of installation, and care for future maintenance, provided that the County would also pay one-half the installation and would care for future power bills.

Attached are two copies of an agreement covering such a cooperative project. If you approve and are willing to enter into this agreement, please execute these agreements and return them to this office. We will then arrange for their execution by the Highway Commission, after which you will be furnished with a fully executed copy, and we will proceed to call for bids on the project.

Your cooperation in this matter is appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosures

VPJ:pb la

bc R. L. Porter
Tom Edwards
L. E. George
J. F. Putnam, w/encl.

7900 Lowell (Cannon & Hyland Streets) 1973
Section in the City of Lowell
(Grading and paving)

C+A 41676 - 3-29-73

Date January 4, 1974

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1973

Contract # 7900 Prefix 320-1724 Survey Prefix 320-1450

Street Cannon and Hyland

City Lowell

Payments to Contractor (see attached voucher)	$ 16,332.06
Engineering and Contingencies	2,145.52
Survey: Total $ 3,405.26 Prorated Share	---
TOTAL	18,477.58
Agreed State Share	18,477.58
Agreed City Share	---
City Advance Deposit	---

Reference: Outside Billing None

RU

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: LANE

CONTRACT NO.: 7900

ESTIMATE NO.: 2

PREFIX NO'S.:

HIGHWAY: CITY STREETS

FEDERAL AID PROJECT NO.:

SECTION: LOWELL (CANNON & HYLAND STS)

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	9.x GENERAL EXCAVATION	LUMP SUM	3000.0000	100.000	3500.00	3000.00
002	9.N TRENCH EXCAVATION	CU YDS	10.0000	55.530	555.30	555.30
003	9.N 1[illegible]-0 AGGREGATE BASE 9-1/2 IN THICK	SQ YDS	1.9500	3,171.800	6185.01	6185.01
004	9.N CLASS C ASPHALT CONCRETE 3 INCHES THICK	SQ YDS	1.8500	2,817.700	5212.75	5212.75
005	9.N 12-INCH CULVERT PIPE	LIN FT	3.0000	273.000	819.00	819.00
006	9.N 12-INCH CULVERT PIPE	LIN FT	4.0000	140.000	560.00	560.00
				TOTAL CONTRACT ITEMS	~~16332.00~~	~~15332.00~~
				% RETAINED ON CONTRACT ITEMS		816.60
				FORCE ACCOUNT		
				TOTAL PAYMENTS	16.332.06	15,515.46

DATE: [illegible] 73 PG. 21 7900

PREVIOUS VOUCHER NO.: 3081

CHECKED BY: PO/cs

ENGINEER OR AUDITOR: H. E. Mayfield

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	7900	2	
	FEDERAL AID PROJECT NO.		

YLAND STS)

NITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
SUM	3000,0000	100,000	3000,00	3000,00	
DS	10,0000	55,530	555,30	555,30	
DS	1,9500	3,171,800	6185,01	6185,01	
DS	1,8500	2,817,700	5212,75	5212,75	
FT	3,0000	273,000	819,00	819,00	
FT	4,0000	140,000	560,00	560,00	

7900

August 14, 1973

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On August 10, 1973, we wrote to you concerning release of final payment on Contract No. 7900 awarded to Hildish Construction Co., for work on [redacted] and Hyland Streets in the City of Lowell in Lane County.

Final payment on this contract is $816.60 and the total contract amount is $16,332.06. No work was performed under force account.

Very truly yours,

C. A. Head, Manager
ADMINISTRATIVE SERVICES

td
cc Hildish Construction Co.
P. O. Box 1106
Eugene, Oregon 97401
bc O. T. Keeney
Walt Hart
V. E. Skeen
Attn: Dick Knook
A. Shirley

7900

Surety Letter written 8-10-73 KD

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 8, 1973

TO Oregon State Transportation Commission

ORIGINAL SIGNED BY F. B. KLABOE

FROM F. B. Klaboe, Administrator and State Highway Engineer

SUBJECT Highway Project Acceptance

Contract 7900, Work Completed ~~June 21, 1973~~ July 5, 1973 per Vince

Project Lowell (Cannon & Hyland Sts.)

Highway City Streets, County Lane

Type of Work Grading and Paving

Contractor Wildish Construction Co.

Recommended Acceptance Date August 7, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 14 for your formal concurrence.

VG:dg

cc C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

NOTED
C. W. HEAD

7900

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lowell (Cannon & Hyland Streets)		WEEK ENDING: July 14, 1973
		SECTION PREFIX: 320-1724
HIGHWAY: City Street		COUNTY: Lane
NAME OF JOB: Lowell (Cannon & Hyland Sts.)	KIND OF WORK: Grading & Paving	
CONTRACTOR: Wildish Const. Co.	CONTRACT NUMBER: 7900	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 1, 1973	DATE WORK STARTED: June 21, 1973	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 50	CALENDAR DAYS USED 18
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 36
PROJECT AUTHORIZATION: $ 21,120.67		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 19,276.07	ENGINEERING AUTHORIZATION $ 1,844.60	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 16,332.06	ENGINEERING COST TO DATE $ 1,825.58	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 15.3 %	PERCENT OF AUTHORIZATION 99.0%	July 5, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.13	0.13			0.13
MILES PARTIALLY COMPLETED	0.13	0.13			0.13
MILES COMPLETED	0.13	0.13			0.13
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100 %	3,920 s.y.			2,820 s.y.
TOTAL QUANTITIES CORRECTED TO DATE	"	3,171.8			2,817.7
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	3,171.8			2,817.7
AVERAGE DAILY QUANTITIES	-	-			-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	COMPLETE				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy A.M. Clearing P.M.			
MONDAY	Clear			
TUESDAY	Clear			
WEDNESDAY	Clear			
THURSDAY	Clear			
FRIDAY	Clear			
SATURDAY				

Routing
Keasey
Bond
Jackmond
Hardt
Johnson
Walker
Pease
Glenn
Berg

RECEIVED
JUL 16 1973
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 7-8-73	
MONDAY 7-9	Two men in office working on Semi-final Estimate.
TUESDAY 7-10	Two men in office working on Semi-final Estimate.
WEDNESDAY 7-11	Two men in office working on Semi-final Estimate. Final inspection was made by Mr. Wilson, Mr. Norm Wildish and myself.
THURSDAY 7-12	Three men in office working finishing the Semi-final Estimate.
FRIDAY 7-13	The Semi-final Estimate was sent to Roseburg today.
SATURDAY	

REMARKS

This will be the last report as the project is complete.

SIGNED N E Mayfield LOCATION Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP°F216

SCA

City of Lowell

LOWELL, OREGON 97452

July 9, 1973

Mr. Mayfield
2141 East 15th
Eugene, Oregon

Dear Mr. Mayfield,

At it's regular scheduled meeting at July 9, 1973 of the Lowell City Council, the Council passed unanimous a resolution to approve the paving work done by Wildish Construction Company on Cannon and Hyland Streets in the City of Lowell.

Sincerely Yours,

James W. Kelley

James W. Kelley,
Mayor, City of Lowell

JL/jvk
Co-Cty

RECEIVED
COUNTY & CITY SECTION
JAN 8 1974
ENGR. [illegible] AE UE
UPE CE RE RPE

5

7900

June 1, 1973

Wildish Construction Company
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission today executed to you State Highway Contract No. 7900 in the amount of $18,071 on Gunnen and Ryland Streets in the City of Lowell in Lane County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

bs

bc C. T. Kenney
Walt Hart
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
Harley Mayfield

bc: R. L. Schroeder
L. H. Young
C. T. Keasey
A. Shirley, Jr.

May 24, 1973

Mrs. Johnna Fisher
City Recorder
City Hall
Lowell, Oregon 97452

Dear Mrs. Fisher:

On May 24, 1973 the State Highway Commission opened bids on the 1973 Special City Allotment project on Cannon and Hyland Streets. The apparent low bid was submitted by Wildish Construction Company of Eugene.

The anticipated cost is as follows:

Contractor's bid	$18,071.00
Anticipated additional items:	
Flagging (State share)	375.00
	$18,446.00
Engineering & Contingencies (14%5)	2,674.67
TOTAL	$21,120.67

It is anticipated that the contract will be awarded in a few days based on Highway Division approval.

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary

Gary E. Zehner
Cities Engineer

GEZ:ljt

ENGR. ASST. DE AE UE
UPE CE RE RPE

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

PROJECT NUMBER
5 SCA #9

LOCATION
LANE COUNTY

Lowell (Cannon & Hyland Streets) Section
City of Lowell

22,088

OWNER
OREGON STATE HIGHWAY DEPARTMENT

DATE OF BID OPENING
MAY 24, 1973

BIDDER	BIDDER
Bangs Paving Eugene. TOTAL BID $ 24,871.50	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $

(3) LOW BIDDERS

W. Walsh Const Co. Eugene	Sweeney Const. Eugene	Eugene S. & G. Inc. Eugene
NO.	NO.	NO.

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	General Excavation	1	3,000	2,700	4,500
65	C.Y.	Trench Excavation	2	650 10	5	6
3,920	S.Y.	1"-0 Aggregate Base, 9-1/2 Inches Thick	3	7,644 1.95	2.05	1.80
2,820	S.Y.	Cl. "C" Asph. Conc., 3 Inches Thick	4	5,217 1.85	2.07	2
320	L.F.	10-inch Culvert Pipe	5	960 3	6	5
150	L.F.	12-inch Culvert Pipe	6	600 4	6.50	6
				18,071	19,793.50	20,086

BOND WITH SAFECO

PRINTED IN U.S.A.

LOWELL (CANNON & HYLAND STREETS) SECTION

CITY STREETS

LANE COUNTY

State Project
0.13 Mile Grading and Paving

Bids Received May 24, 1973

1.	General Excavation	All Specified		$ 4,550.00
2.	Trench Excavation	65 cu.yds.	6.00	390.00
3.	1" - 0 Aggregate Base, 9-1/2-inches Thick	3,920 sq.yds.	1.90	7,448.00
4.	Class "C" Asphalt Concrete, 3-inches Thick	2,820 sq.yds.	2.50	7,050.00
5.	10-inch Culvert Pipe	320 lin.ft.	5.00	1,600.00
6.	12-inch Culvert Pipe	150 lin.ft.	7.00	1,050.00
			For Comparison of Bids	$22,088.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$22,088.00	18,071.00
Anticipated Additional Items:		
Flagging (State Share)	375.00	375.00
	$22,463.00	18,446.00
Contingencies (4-1/2%)	1,010.84	
Engineering (10%)	2,246.30	2674.67
Estimated Net Authorization, Construction	$25,720.14	21,120.67

117
937-2930
ok.

15

7900

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 21, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
May 24 Bid Letting

To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project not previously reported to the commission:

1. Halsey Intchge-Lane County Line Section
Pacific Hwy, Linn County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Terwilliger Boulevard Intchge.
Pacific Hwy., Multnomah County
Roadside Improvement Project

Same as No. 1.

3. Auburn Ave.-Estes Ave. (Baker) Section
Baker-Unity Hwy., Baker County
Grade and Pave

Footpaths and Bike trails will not be established under these projects as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and Bike Trails are not required to be established...where...other available ways or other factors indicate an absence of any need for such paths and trails." There are existing sidewalks along this project.

4. E. Main St.-Homedale Road (Klamath Falls) Section
Klamath Falls-Lakeview Hwy., Klamath County
Signal Project.

Same as No. 1.

5. Tualatin (80th Ave.) Section
Washington County
Grade and Pave Project

Sidewalks are proposed by the City and will be constructed on each side of 80th Avenue at a future date when financing is available. The project calls for construction of a berm behind the curbs to accommodate the future sidewalks.

6. Lafayette (7th Street Extension) Section
Yamhill County
Grade and Pave Project

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

Due to the anticipated lack of use and the short length of this project, the construction of footpaths and bike trails would not be practical.

7. Clatskanie (Nehalem Street) Section
Columbia County
Grade and Pave Project

Same as No. 5.

8. Lowell (Cannon & Hyland Streets) Section
Lane County
Grade and Pave Project

Same as No. 9.

9. Cave Juntion (Junction Ave.) Section
Josephine County
Paving Project

Same as No. 5.

10. Gold Hill (5th Ave.) Section
Jackson County
Paving Project and Grading

Same as No. 9.

11. Richland (3rd Street) Section
Baker County
Grade and Pave Project

Same as No. 9.

12. Odell Lake Section, Willamette and The Dalles-California Hwys., Klamath Co.
Rock Production Project

Same as No. 1.

13. Santiam Section, North & South Santiam and McKenzie Hwys., Linn County
Rock Production Project

Same as No. 1.

14. Charleston (Slough) Bridge and Eastside (Isthmus Slough) Bridge of Cape Arago and Coos Hwys., Coos County
Painting Project

Same as No. 1.

15. River Road at Irvington Drive Section
Junction City-Eugene Hwy., Lane County
Signal Project

Same as No. 1.

These matters will be on the agenda for the May 29 meeting and your approval is recommended.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
Gary Sund

JDM:jp dpy

Section Lowell (Cannon & Hyland) Section

Highway City Streets 4-20-73

County Lane

Kind of Work Grading and Paving

Project Allotment $ 29,000

Project Length 0.13 mile

Completion Time 50 calendar workdays

FA Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 22,088 —
Anticipated Additional Items:		
Flagging (State Share)	$ 375	
Slide Correction		
Railroad Protective Costs.		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.		
Stage Construction Striping.		
Temporary Erosion Control.		
Install Truck Scale Mechanism.		
Truck Scale House		
Install Temporary Traffic Signals.		
Install Water Meter.		
Furnish Water.		
Laboratory Fees.		
Furnish Mail Box Posts		
Pipe Bedding Materials		
On the Job Trainees.		
State Responsibility for Damages		
Adjust Utilities		
		$ 375 —
		$ 22,463 —
		1,010 84
Contingencies (4-1/2%)		2,246 30
Engineering (10 %).	TOTAL	$ 25,720 14
Credit for		
Estimated Net Authorization, Construction.		$

4-20-73
City ok for $800

Lowell (Common & Hyland) Section

Grading and Paving

Estimate

	Unit	Quant	Unit Cost	Amount
~~Removal of Structures and Obstructions~~				
General Excavation	All	All	Lump Sum	4550-
Trench Excavation	Cu. Yd.	65	6.00	390-
1"-0 Aggregate Base, 9½-inches Thick	Sq. Yd.	3920	1.90	7448-
Class "C" Asphalt Concrete, 3-inches Thick	Sq. Yd.	2820	2.50	7050-
10-inch Culvert Pipe	Lin. Ft.	320	5.00	1600-
12-inch Culvert Pipe	Lin. Ft.	150	7.00	1050-
			22088	

1 - B

7900

March 29, 1973

City of Lowell
City Hall
Lowell, Oregon 97452

Attention: Mrs. JoAnna Fisher
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 44776

Gentlemen:

Attached for your records is a fully executed copy of an agreement for improvement of Cannon and Hyland Streets.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

SALEM, OREGON
February 22, 1973

SCA Project 1973
Cannon and Hyland Streets
City of Lowell

Mr. Victor D. Wolfe
Location Engineer

B U I L D I N G

Attn: Mr. P. L. Carstensen

The survey data on subject section has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

H. S. Cox
County and City Engineer

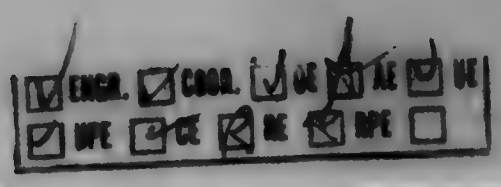
By

Gary

Gary E. Zehner
Cities Engineer

GEZ:ljt

Att.

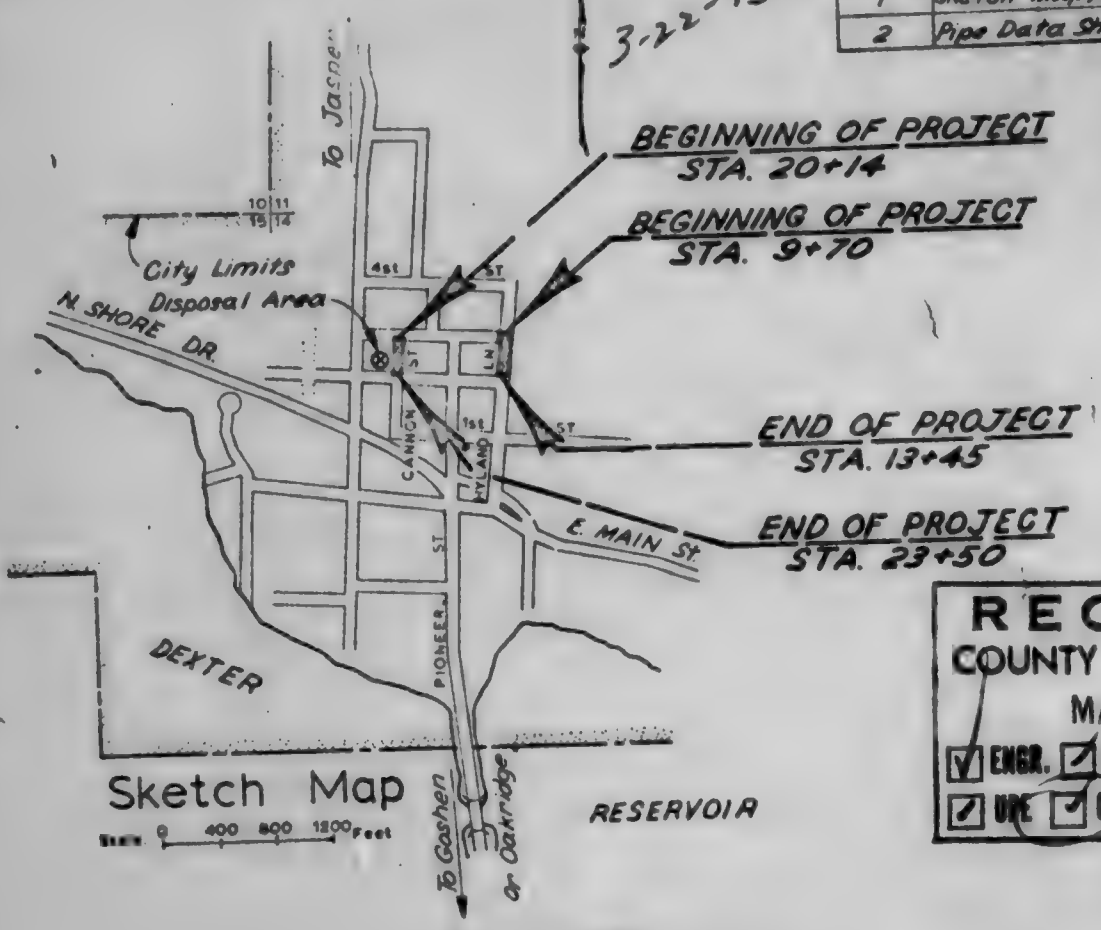


Overall Length of Projec. .13 Mile

INDEX OF SHEETS	
SHEET NO	DESCRIPTION
1	Sketch Map, Typical Section, Plan & Profile
2	Pipe Data Sheet, Summary & Details

3-22-73

PRELIMINARY COPY
MAR - 8 1973
SUBJECT TO CHANGE
FINAL DESIGN UNIT



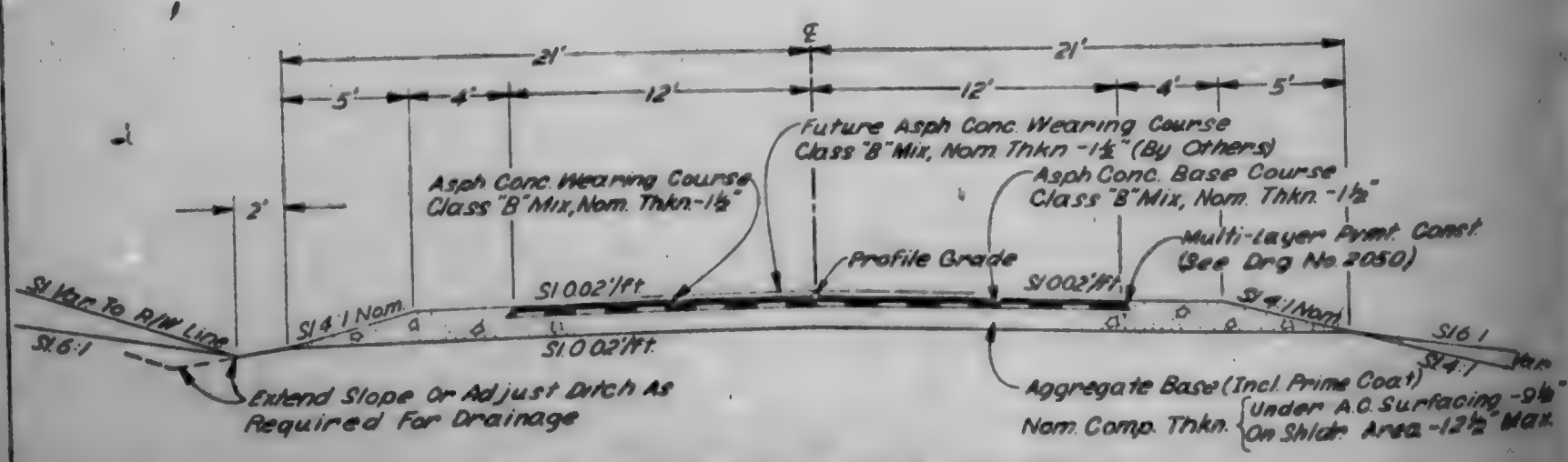
Sketch Map
Scale 0 400 800 1200 Feet

RECEIVED
COUNTY & CITY SECTION
MAR 23 1973
✓ ENGR. ✓ C.O.R. ✓ OE ✓ AE ✓ UE
✓ UPE ✓ CE ✓ RE ✓ RPE ☐

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED
CITY OF Lowell
BY MAYOR James W. Kelley
BY RECORDER Johanna Fisher
DATE 3-22-73

TYPICAL SECTION



STA. "H" 9+70 To STA. "H" 13+45
"C"20+14 To "C"23+50

OREGON STATE HIGHWAY DIVISION
GRADING & PAVING
LOWELL (CANNON & HYLAND) SEC.
CITY STREETS
LANE COUNTY

SHEET No. 1

FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	TOTAL SHEETS
10	OREGON	STATE		2

"H" 10+00, Lt.
Const. Appr.
Install 12" Culv. Pipe -40'
Const. Inlet Ditch
Tr. Exc. 5 C.Y.
Dt. Exc. 1 C.Y.

"H" 10+00, Rt.
Const. Rd. Conn.

"H" 10+24
Remove Culv. Pipe
Install 12" Culv. Pipe -48'
Const. Inlet Ditch
Tr. Exc. 5 C.Y.
Dt. Exc. 1 C.Y.

"H" 10+59, Rt.
Const. Appr.
Remove Culv. Pipe
Install 8" Culv. Pipe -30'
Tr. Exc. 5 C.Y.

"H" 11+24, Rt.
Const. Appr.

"H" 11+24, Lt.
Const. Appr.

"H" 12+52, Rt.
Const. Appr.

"C" 20+14
Const. Rd. Conn.

"C" 20+24
Remove Culv. Pipe
Install 12" Culv. Pipe -48'
Const. Inlet & Outlet Ditch
Tr. Exc. 2 C.Y.
Dt. Exc. 2 C.Y.

"C" 21+60, Lt.
Const. Appr.
Remove Culv. Pipe
Install 8" Culv. Pipe -18'
Tr. Exc. 1 C.Y.

"C" 21+64, Rt.
Const. Appr.

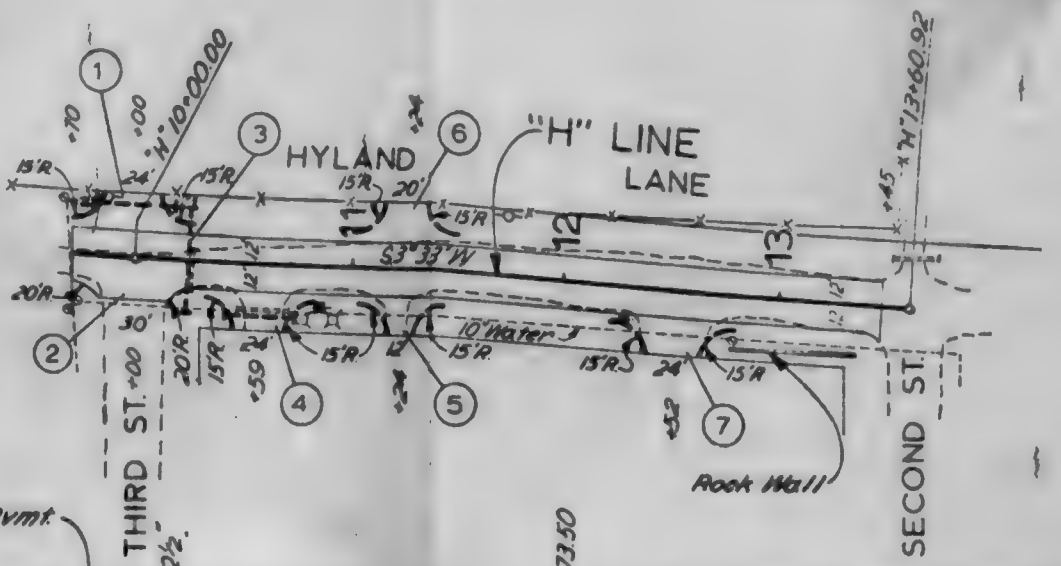
"C" 21+52 To "C" 22+56, Rt.
Remove 10" Conc. Culv. Pipe -15'
Remove 6" Metal Culv. Pipe -75'
Remove Dist. Box
Install 8" Conc. Culv. Pipe -104'
Tr. Exc. 10 C.Y.

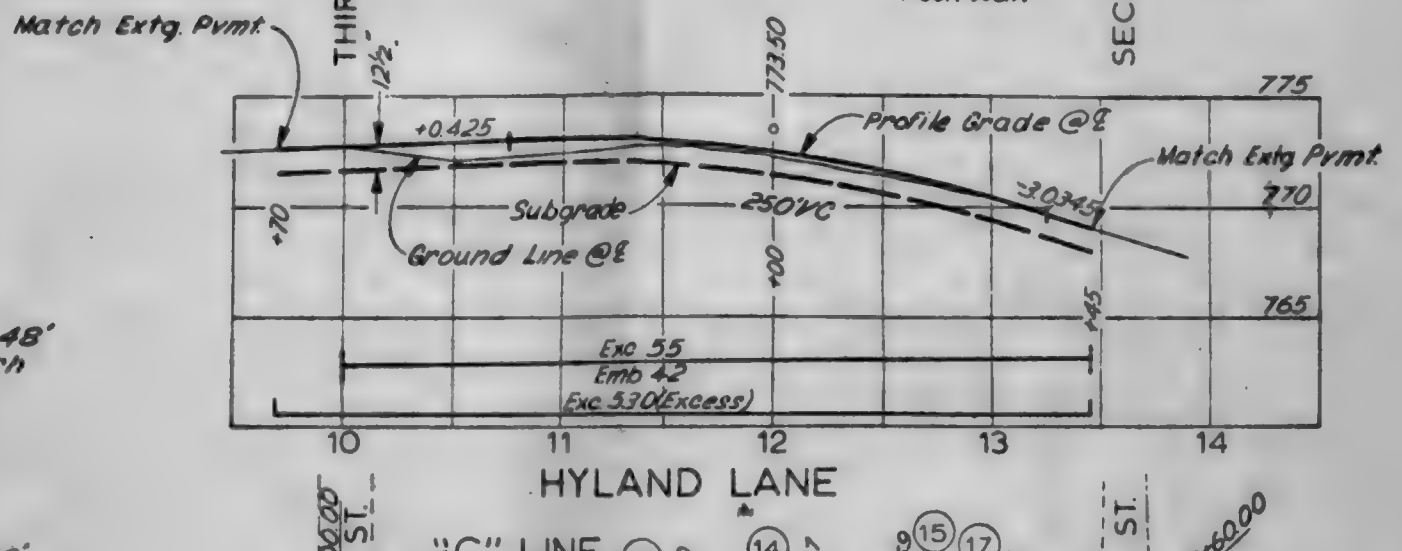
"C" 21+91, Rt.
Const. Appr.

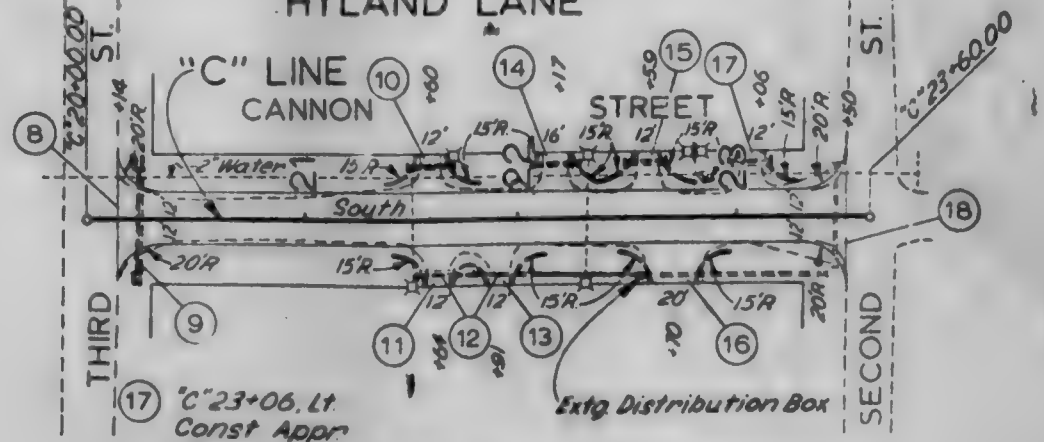
"C" 22+17, Lt.
Const. Appr.
Remove Culv. Pipe
Install 8" Culv. Pipe -22'
Tr. Exc. 2 C.Y.

"C" 22+59, Lt.
Const. Appr.
Remove Culv. Pipe
Install 8" Culv. Pipe -18'
Tr. Exc. 2 C.Y.

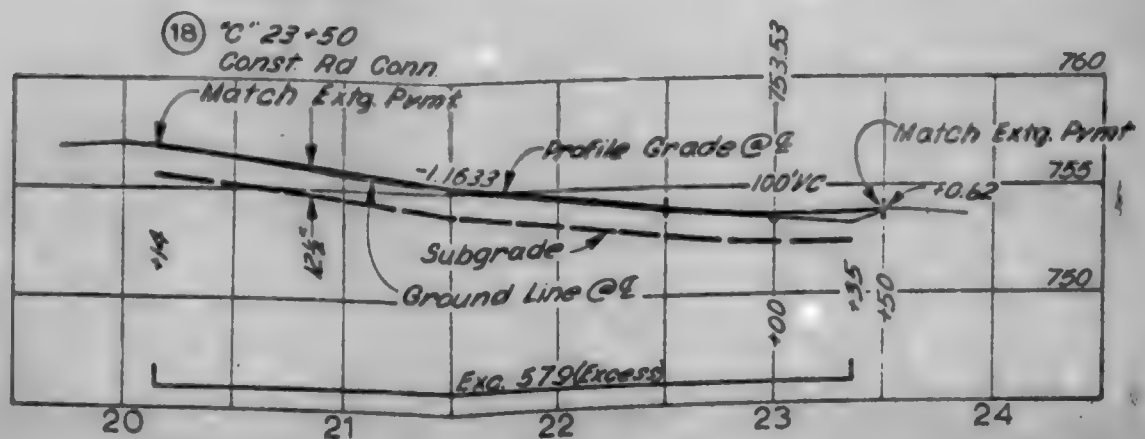
"C" 22+70, Rt.
Const. Appr.
(Exist. Culvert Pipe To Remain In Place)







(17) "C" 23+06, Lt.
Const. Appr.
Remove Culv. Pipe
Install 8" Culv. Pipe -18'
Tr. Exc. 2 C.Y.



SANFORD-FINLEY

FORM S-30 (REV. 10-59)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

2-15-73

To:

SUBJECT: NARRATIVE Report of Survey
Lowell (Cannon & Hyland) City Streets
Prefix 320-1450 Lane County

The purpose for this survey is to investigate and obtain an estimate of quantities and the cost to re-construct two streets in the city of Lowell, Oregon. Cannon Street from the paved shoulder on Third Street to a point approximately 25 feet from the center line of Second Street, distance being 321 feet. Hyland Lane from the north edge of Third Street to the existing paved shoulder of Second Street, distance being 375 feet. The existing streets have a 16 foot gravel surface with the proposed construction to be a 24 foot paved surface with four foot rock shoulders.

The total length of the project is 696 feet for 0.13 mile at an estimated cost of $32,960.00 for the reconstruction of these two streets. The estimated cost of this project exceeds the estimate in the project data furnished by the County - City Unit by approximately $4,000.00. The primary reason for the increase is due to an error in the original computations for tons of base material required for the project. The quantity of material was not converted to compacted cubic yards prior to converting to tons which resulted in the quantity of base material required being low by 640 tons. The proposed project is to be constructed under the Special City Allotment Act (ORS 366.805), thus the State's share of the cost will be $25,000.00.

The location of center line, bearing of center line and stationing of these streets were located by the use of the city plats of the area. The main controls were an iron pipe located left of center line on Hyland Lane and right of Third Street and some property pins. With these controls the streets were intersected to achieve the needed survey data for the project.

Temporary Protection and Direction of Traffic - Minimal, streets can be closed to through traffic, only traffic necessary is that generated by the people who live on the streets.

Clearing and Grubbing - Recommend a note by made in Special Provisions that the cost for necessary clearing and grubbing be included in the cost of one or more of the bid items.

Removal of Structures and Obstructions - Standard specifications. Primary work consists of nine pipes and one distribution box.

Ditch Excavation - Standard specifications. Inlets and outlets for culvert pipe.

ROSEBURG REGION
RECEIVED
FEB 15 1973
RE | RME | ICE | ROE | TE
RUE | DES | RSR | FILE | TA

FORM 6-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

.....

.....

SUBJECT:

To:

General Excavation - Standard specifications. The city has requested that this material be wasted in a vacant lot adjacent to the city hall. It will not be required that the material be leveled or compacted.

Trench Excavation - Standard specifications.

Finish Roadbed and Slopes - Standard specifications.

Watering - Standard specifications.

1"-0 Aggregate Base - Note will be required in special provisions specifying size of aggregate. This material can be obtained from commercial sources in the area, primarily the Eugene - Springfield area.

Class "B" Asphalt Concrete - Standard specifications. The project has four street connections where the asphaltic concrete will have to match the existing pavement and twelve private approaches of varying width to be constructed. For aggregate source see aggregate base material. It is anticipated this item will be purchased from a commercial source and the asphalt cement in mixture should be included in the cost per ton.

3/4"-0 Aggregate in Prime Coat - Standard specifications. For material source see aggregate base material.

MC-250 Asphalt in Prime Coat - Standard specifications.

8-inch Culvert Pipe - Standard specifications. The existing culverts at private approaches are to be removed and replaced. The existing pipes are concrete and C.M.P. of varying sizes and will have to be replaced to match the grade and location of the new ditch line. There is one exception the pipe in approach right of center line, station 22+56 to 23+44, does not need to be replaced as condition of pipe and location and grade are okay. The contractor will have to connect the pipe station 21+81 to 22+56 to this existing pipe.

12-inch Culvert Pipe - Standard specifications. One culvert will be required for the street connections on Cannon Street. The existing culvert pipe at station 20+24 needs to be replaced because of the bad condition and insufficient coverage over the pipe. The existing culvert pipe at station 23+44 will not require a

SP 82470-784

FORM S-20 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

.....

.....

To: SUBJECT:

new pipe as the condition of the existing pipe is good and the existing pavement over the pipe will not be removed. Hyland Lane will require two culvert pipes for the street connections. At station 10+25 the existing eight inch concrete pipe is of an insufficient length and a proposed street connection extending Third Street will require a culvert left of center line station 9+80 to 10+20 to maintain good drainage in the area. The recommendation for these street connections are 12-inch culverts.

Extra for Asphalt Approaches - Standard specifications.

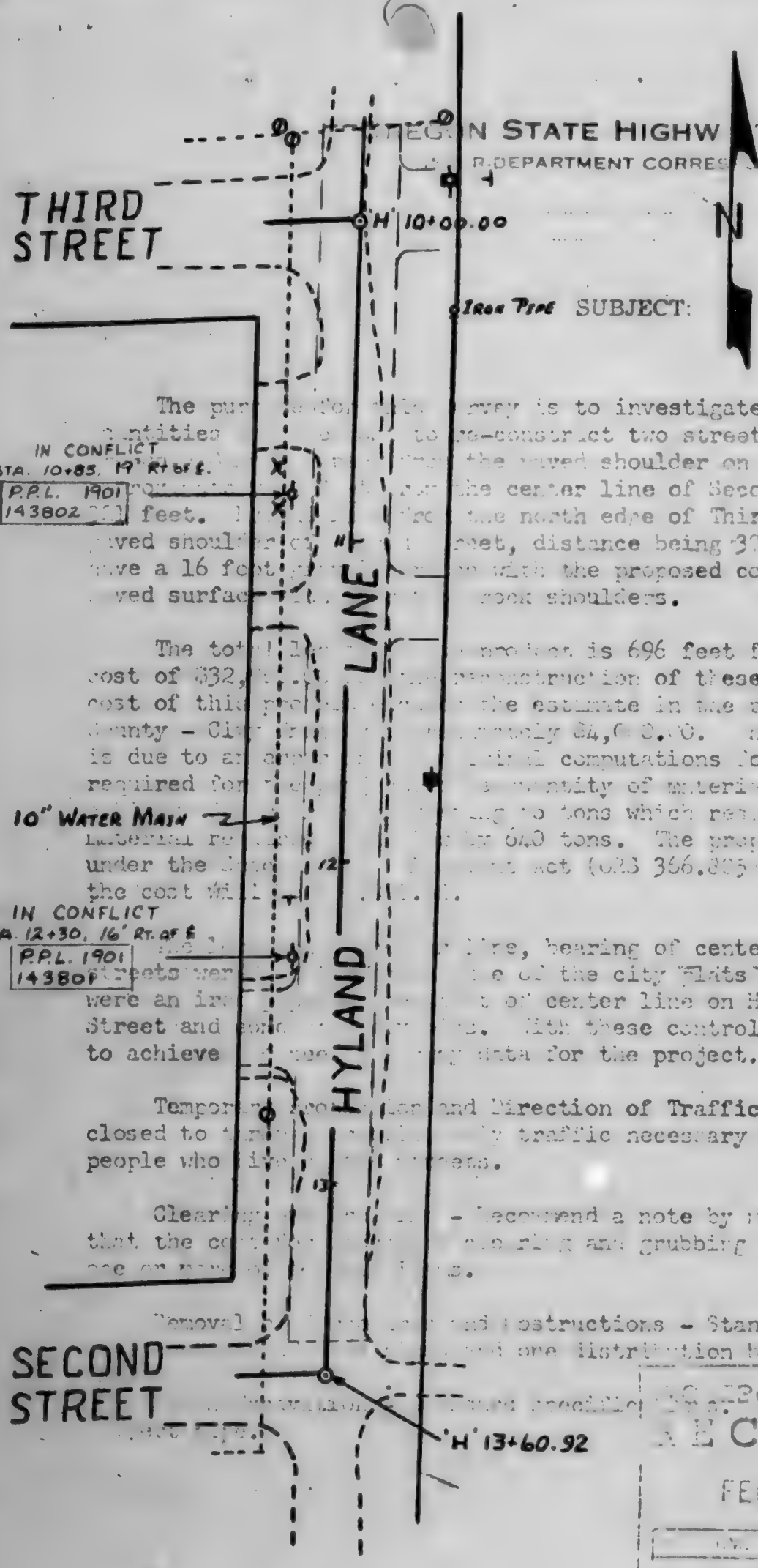
Utilities - There are two power lines along Hyland Lane, the lines on the left are owned by R.E.A. and are on the right-of-way line, no conflict, the poles on the right side are owned by P.P. & L. and two poles are in conflict, located 16 feet and 19 feet from the proposed centerline, see attached sketch map. The Region Utility Engineer has been advised of this conflict. Cannon Street doesn't have any utility poles within the right-of-way. The city water lines are located along both streets with the mains being four feet deep and the users lines approximately two feet, which is below the proposed construction line but care will have to be taken during construction to not over excavate. The city sewer lines are located in the alleys and run parallel to the streets with no crossings.

D. W. Greene
Resident Engineer

SP*53470-794

REGION STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE



SUBJECT: [illegible] Report of Survey
[illegible] (Cannon & Hyland) City Streets
[illegible] Lane County

The pur[illegible] survey is to investigate and obtain an estimate of [illegible] quantities [illegible] to re-construct two streets in the city of Lowell, [illegible] the paved shoulder on Third Street to a point [illegible] the center line of Second Street, distance being [illegible] feet. [illegible] the north edge of Third Street to the existing paved shoul[illegible] feet, distance being 375 feet. The existing streets have a 16 foot [illegible] with the proposed construction to be a 24 foot paved surface [illegible] rock shoulders.

The to[illegible] project is 696 feet for 0.13 mile at an estimated cost of $32,[illegible] reconstruction of these two streets. The estimated cost of this [illegible] the estimate in the project data furnished by the County - Ci[illegible] approximately $4,6[illegible].00. The primary reason for the increase is due to an [illegible] final computations for tons of base material required for [illegible] quantity of material was not converted to compacted [illegible] tons which resulted in the quantity of base [illegible] 640 tons. The proposed project is to be constructed under the [illegible] act (623 366.[illegible]), the state's share o[illegible] the cost [illegible].

[illegible] ire, bearing of center line and stationing of these streets were [illegible] of the city Flats of [illegible] area. The main controls were an in[illegible] of center line on Hyland Lane [illegible] of Third Street and [illegible]. With these controls the streets were intersected to achieve [illegible] data for the project.

Temporary [illegible] and Direction of Traffic - Minimal, streets can be closed to [illegible] traffic necessary is that generated by the people who [illegible] streets.

Clearing [illegible] - Recommend a note by rule in Special Provisions that the co[illegible] clearing and grubbing be included in the cost of one or more [illegible].

Removal [illegible] and Obstructions - Standard specifications. Primary [illegible] and one distribution box.

[illegible] specific[illegible]

RECEIVED
FEB 1[illegible]

UTILITY MAP

LOWELL (CANNON, HYLAND) CITY STREETS LANE COUNTY

D.W. GREENE, RES. ENGR. FEB. 1973

SCALE 1" = 50'

PROJECT: Lowell (Cannon, Hyland) HIGHWAY: City Streets

COUNTY: Lane PREFIX: 320-1450

PRELIMINARY COSTS FROM COST ANALYST UNIT

ITEM NO.	ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	U PR
1	Temporary Protection and Direction of Traffic	Lump Sum	All		All	
2	Clearing and Grubbing	Lump Sum	All		All	
3	Removal of Structures and Obstructions	Lump Sum	All		All	
4	Ditch Excavation	Cu Yd	3	1	4	
5	General Excavation	Cu Yd	1,164	116	1,280	
6	Trench Excavation	Cu Yd	23	2	25	
7	Finish Roadbed and Slopes	Lump Sum	All		All	
8	Watering	M-Gal	29	3	32	
9	1"-0 Aggregate Base	Ton	1,768	182	~~1,950~~ 1500 C.Y.	
10	Class "B" Asphalt Concrete Mixture	Ton	373	37	410	1
11	3/4"-0 Aggregate in Prime Coat	CuYd	15	2	17	1
12	MC-250 Asphalt in Prime Coat	Ton	3	0	3	11
13	8-inch Culvert Pipe	Lin Ft	199	21	220	
14	12-inch Culvert Pipe	Lin Ft	136	14	150	
15	Extra for Asphalt Approaches	Each	16	0	16	10
	ADDITIONAL ANTICIPATED ITEMS				Estimated Contract Am	
	Flagging					
						Sub-T
	Contingencies and Engineering at 20 %					
					Estimated Total Cos	

PAGE 1 of 1 PAGES

PRELIMINARY COSTS FROM COST ANALYST UNIT

	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
	Lump Sum	All		All		1,000.00
	Lump Sum	All		All		300.00
	Lump Sum	All		All		400.00
	Cu Yd	3	1	4	5.00	20.00
	Cu Yd	1,164	116	1,280	3.00	3,840.00
	Cu Yd	23	2	25	6.00	150.00
	Lump Sum	All		All		400.00
	M-Gal	29	3	32	5.00	160.00
	Ton	1,768	182	~~1,950~~ 1500 C.Y.	5.50/C.Y.	6,435.00 10,725.00
	Ton	373	37	410	14.00	5,740.00
	CuYd	15	2	17	10.00	170.00
	Ton	3	0	3	110.00	330.00
	Lin Ft	199	21	220	5.50	1,210.00
	Lin Ft	136	14	150	7.00	1,050.00
	Each	16	0	16	100.00	1,600.00
				Estimated Contract Amount =		27,095.00
ging						375.00
					Sub-Total =	27,470.00
20 %						5,490.00
				Estimated Total Cost =		~~32,960.00~~ 28,670

5

7900

MEMO TO THE FILES

February 14, 1973

Re: Footpaths and Bike Trails
SCA Projects
Gold Hill, Lafayette, Lowell, Mt. Vernon,
Prairie City, and Richland.

Footpaths and bike trails will not be established under these projects as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

Due to the anticipated lack of use and the short length of these projects, the construction of footpaths and bike trails would not be practical.

Gary E. Zehner

Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
W. H. Tebeau
Victor Wolfe
L. H. Young

RECEIVED
FEB 15 1973
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

7900 2-12-73 9

PREFIX NO. 320-1450

LOCATION PROSPECTUS
LOWELL (CANNON STREET AND HYLAND LANE) SECTION
CITY STREET
LANE COUNTY

HIGHWAY: Cannon Street and Hyland Lane from Third Street to Second Street. Not on Federal-aid or State system.

TERMINI: The northerly terminus of Cannon Street and Hyland Lane is at the intersection of Third Street. The southerly terminus is at the intersection of Second Street.

LENGTH: The length of Cannon Street is 0.06 mile and Hyland Lane is 0.07 mile. The total length of the project is 0.13 mile.

PROGRAM: 1973 Special City Allotment funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment of Cannon Street and Hyland Lane. There are no special drainage problems. Soils investigations have been conducted. A bicycle path will be considered.

TYPICAL SECTION: The typical section will consist of two 12-foot travel lanes with 4-foot shoulders for both streets.

BASE DESIGN: 3-inch AC
9.5-inch 1"-0 Aggregate Base

MATERIALS: Adequate quantities are available from commercial sources.

ADD'L FACILITIES: There are no railroads or major stream crossings.

AGREEMENTS: Routine Special City Allotment project.

A. E. JOHNSON

Attach
February 12, 1973

cc: J.H. Versteeg (3)
E.S. Hunter
J.B. Boyd (3)
F.L. Hall
C.T. Keasey
V.D. Wolfe
J.M. Cartwright (2)
H.S.Cox (2)
W.N. Hackleman
V.J. Johnson
R.E. Olson
J.A. Rowland
C.G. Swenson
F.E. Terpin
F.W. Yarbrough (2)

F.B. Klaboe
R.L. Schroeder
L.E. George
W.J. Hart (3)
D.H. Moehring
L.H. Young
R.N. Chase
B.L. Gifford
R.D. Hector
A.D. Olson
R.W. Prentiss
R.E. Royer
W.H. Tebeau
G.C. Wills

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
FEB 14 73
REFER TO
Johnson
FOR
Date | Prepared | R/D | D/R | Sign | Act | File

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- COURT HOUSE
- ARMORY
- LIBRARY

LOWELL

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 618

Scale in Feet

7900 1-19-73 5

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Cannon and Hyland Streets
Highway: City of Lowell
County: Lane
Prefix:

Res. Engr.
Approx. Length 0.13 mi.
Sta. to Sta.
Date 1-19-73

Mean Truck A.D.T. 17
Traffic Coefficient 5.6
18 kip e. a. per day 2.4

Annual Precipitation 43"+
Frost Penetration - - -
CBR Total Requirement 18.5"

(1)

Typical Soil

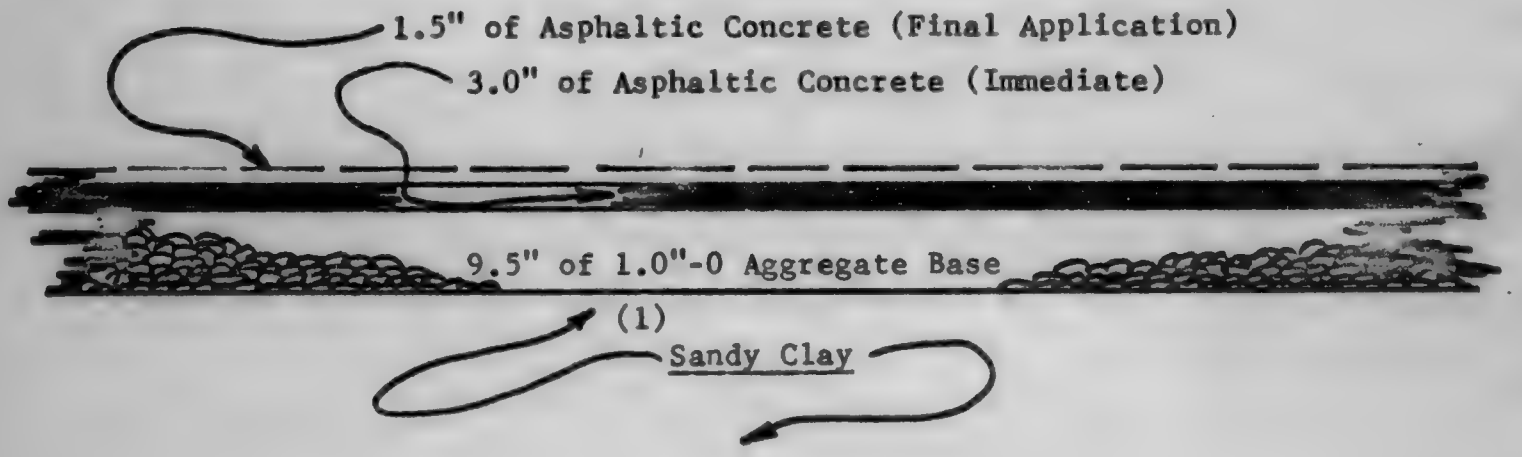
63	LL
29	PI
93	%P 10
62	%P 200
7	% Gravel
17	% C Sand
14	% F Sand
22	% Silt
40	% Clay
6	R Value
A-7-5	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
6.0	3.0	A.C. (I.)
9.5	9.5	A.B.
18.5	14.0	

STRUCTURAL SECTION



See remarks on Page 2.

Submitted by E. S. HUNTER
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

SECTION: Cannon and Hyland Streets

HIGHWAY: City of Lowell

COUNTY: Lane

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	1.0"-0 *Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
Cars Only	2.0"	---	9.5"	13.5"	11.5"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 4.8 and a C.B.E. Requirement of 16.0". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application."

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8"	Aggregate Base
1.0"	Cement Treated Base	= 1.8"	Aggregate Base
1.0"	Oil Mat	= 1.1"	Aggregate Base
1.0"	Aggregate Subbase	= 0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	= 1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Cannon and Hyland Streets

HIGHWAY: City of Lowell

COUNTY: Lane

100 Present ADT (1973)

11 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	8	1.9	15	12	450	5,400
3	3	1.9	6	5	1000	5,000
4	0	---	--	--	1250	- - -
5	0	---	--	--	3180	- --
6	0	---	--	--	2570	- - -
				17	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 10,400

TWENTY YEAR EWL 208,000

TRAFFIC COEFFICIENT 5.6

SECTION: Cannon and Hyland Streets

HIGHWAY: City of Lowell

COUNTY: Lane

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: See remarks.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers asphaltic concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a short (0.14 mi.) project and traffic does not warrant the use of C.R.P.C.C.

WEDNESDAY 1-31-73
53,415

LOWELL -

Met with Mr. Willis, Councilman and Mrs. Fisher Recorder of New City Hall. Mr. Willis said they no longer have an administrator and John Conrad is not with the City. Went over SCA procedures with them and left them a copy of regulations. He said Conrad kept most of the correspondence so they don't no much about the project history. Filled in some of the history. They had no other problems.

SUTHERLIN -

Talked to Recorder, Mr. Stubbart was gone to today and won't be in Friday. She said they had no problems or questions as yet.

CANYONVILLE - Norman Wilson Rec.

MYRTLE CREEK - Bob Helms says they will apply.

RIDDLE - RECORDER Says they will apply

GLENDALE - Recorder says they will apply for some street, she says its in such bad shape but driving over street doesn't look bad.

GRANTS PASS - GOLDEN DOOR MOTEL 8 to

53707
292 miles

COK

FORM S-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 21, 1972

To: D. W. Greene
Resident Engineer

SUBJECT: 1973 Special City Allotment Program
Lowell (Canyon and Hyland Streets)
Lane County

The above project in your area has been approved for construction in 1973 under the Special City Allotment Program. I have enclosed an extimate, sketch and other background information, supplied by the County and City Engineer, for your use in the preparation of a survey authorization request.

Upon receipt of survey approval, you will need to work up the job as quickly as possible, so we can go to contract early next year.

J. X. WILSON
Region Construction Engineer

JXW/ks

Attach.

cc H. S. Cox
Victor D. Wolfe

RECEIVED
COUNTY & CITY SECTION
DEC 22 1972
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Mr. John W. Conrad
City Administrator
City Hall
Lowell, Oregon 97452

December 13, 1972

Dear Mr. Conrad:

On December 12, the State Highway Commission approved the City's request for a 1973 Special City Allotment project to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the enclosed project description and city map, showing the limits of the approved project. Also enclosed are regulations pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

George H. Baldwin
Administrator of Highways

By
Gary

for H. S. Cox
County and City Engineer

GEZ:ljt
Encl.

cc: J. H. Verstaag

EXAM. ☐ COOR. ☑ DE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ UPE ☐

SCA

City of Lowell

LOWELL, OREGON 97452

September 25, 1972

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

In answer to your letter dated September 18, 1972, should the Highway Commission look with favor on the proposed project for the City of Lowell, the City will be in position and are willing to pay their share of the project.

Thanking you in advance.

Very truly yours,

John W. Conrad
City Administrator
City of Lowell

RECEIVED
COUNTY & CITY SECTION
SEP 28 1972
ENGR. ☑ OGGR. ☐ ☐ LE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

SCA

NOTED
H. S. COX

Mr. John W. Conrad
City Administrator
City Hall
Lowell, Oregon 97452

September 18, 1972

Dear Mr. Conrad:

It is planned to submit your proposed project on Cannon and Hyland Streets, from 2nd Street to 3rd Street, to the Highway Commission for consideration of construction (1973) under the Special City Allotment Act (ORS 366.805).

Your proposed project, based on a reconnaissance investigation, is roughly estimated to cost $29,000 for a 24-foot wide street. The State's share would be $25,000.

Should the Highway Commission look with favor on your project, would the City of Lowell be willing and able to pay all costs of the project in excess of $25,000?

Early receipt of a letter stating the City's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

George H. Baldwin
Administrator of Highways

By
for Gang

H. S. Cox
County and City Engineer

GEZ:ljt

ENGR. COOR. OE AE UE
UPE CE RE RPE

8-31-72

CHILOQUIN - Lloyd Peters, Recorder

Met Lloyd Peters at City Hall, told him they were not eligible since they had a 1972 job. He said they would apply again next year. I ask about upgrading R.R Crossing, he said the cost for crossing gates is $26,000. Project is ~~.3~~ .0155 Miles long including R.R. & First St.

LOWELL - John Conrad, Manager

Met with John Conrad, told him estimate was $29,000 for job and their share was $4,000. He said they would have the money.

HARRISBURG - Leon Huston, St. Supt.

Met with Leon Huston, told him estimate was $60,000 for job, and that probably should be put off a year to give City time to accumulate funds. Also told him they might approach County but thought they were short on funds also. He will take this up with council on 9-13. Told him I'd call after that to see what action was taken

MEMO TO FILES

MAY 4, 1972

SCA Project Application
Lowell, Ore.

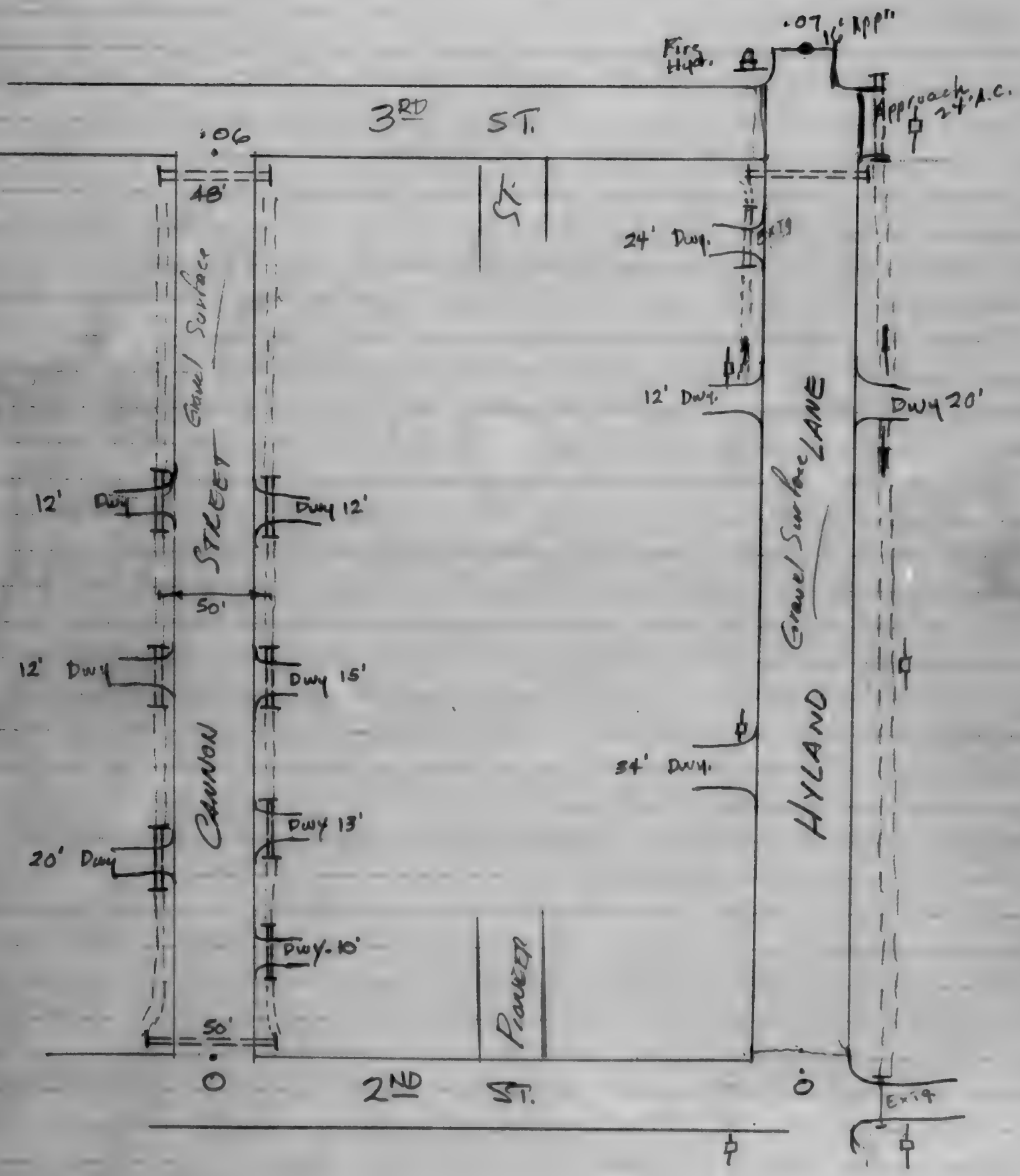
Met with City Manager John Conrad regarding Application for project. We went over the project data sheets and discussed their previous project in 1969. Mr. Conrad would like to try for Cannon St. and Hyland Lane between 2nd & 3rd Sts. These streets have a gravel surface and carry residential traffic from the north into town. He prefers a 24' pavement with 4' gravel shoulders with ditches to carry drainage and culverts under driveways.

Field inspection revealed light traffic on these streets but would be nice for property owners to have them paved, (dust etc.). Mr. Conrad said aggregate source is within 4 or 5 miles and A.C. would probably come from Eugene Sand and Gravel 25-30 miles.

City will have $2,000 - $3000 available by construction season of 1973 for this project.

Gary E. Zehner

LOWELL 5-4-72


3RD ST.
.07
16" APP"
Fire Hyd.
Approach 24' A.C.
.06
48'
24' Dwy.
12' Dwy.
DWY 20'
Gravel Surface
STREET
12' Dwy
Dwy 12'
50'
12' Dwy
Dwy 15'
CANNON
Dwy 13'
20' Dwy
Dwy. 10'
50'
PIONEER
34' Dwy.
HYLAND
Gravel Surface LANE
2ND ST.
Exist

S.C.A. Investigation Data

City of LOWELL Date 5-4-72 Div. 3
Population: 1966 600 1971 575
Street Cannon Street and Hyland Lane from 2nd to 3rd. Sts.

No. previous projects 2
Last project 1969 (year)
Total SCA funds $41,791.41
Funds/capita $ 72.68
Average/capita $ 39.17

EXISTING

Surface now in place: A.C. ___ Oil ___ Gravel ✓ Concrete ___
Surface width: 16' feet, Shoulder-shoulder width: 20' feet
C-C width: — feet, R/W width: 60 feet
Remarks: Discussed project with John Conrad. He wants typical Section of 24' A.C with 4' Shou with side ditches. 1969 project looks pretty wide for this area. Gravel Streets are receiving wear from upending residential area to north. Not much traffic.

PROPOSED

Surfacing: A.C. X Oil ___ Other ___
Pave. width: 24 feet, Shoulder width 4 feet, C-C width: — feet
BASE DESIGN: A.C. 3 inches, Leveling 2 inches, Base 10 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: .13 mile, 690 feet. Type curb: — None
Remarks: Aggregate source within 4 or 5 miles, A.C. from Eugene sand & Gravel - 25 to 30 miles City has $2,000 - 3000 available by 1973 Constr. Season. Fair Project

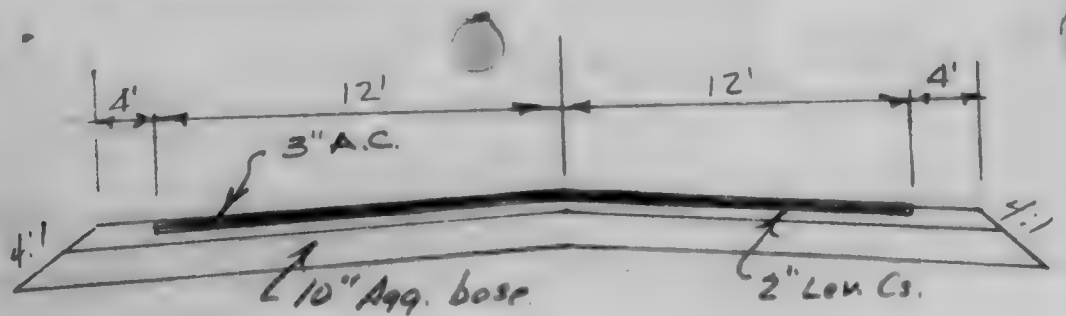
ESTIMATE Item	Unit	Gross*	Price	From C.A.L. Amount	
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500	
Clearing & grubbing	all	all	L.S.	500	
General excavation	c.y.	1650	2.50 2.75	4125	4537.50
Finishing roadbed & slopes ($1,500)	mile	0.13	1500	195	
Trench excavation	c.y.	80	5.00 5.50	400	440
Watering	M-gal.	45	5.50 5.00	248	225
Level material (3/4-0)	c.y.	270	6.00 5.00	1620	1350
Base material	c.y.	1310	5.50 4.75	7205	6222.50
Asphalt	ton	375	13.50 15.00	5063	5625
Binder	all	all	L.S.	500 ✓	
~~Concrete inlets~~	each	—	—	—	
Culvert pipe - 8"	lin. ft.	110	4.25 4.00	468	440
~~Concrete curbs~~	c.y.	—	—	—	
Culvert Pipe - 12"	lin. ft.	220	6.00 ✓	1320 ✓	
Extra for Approach	each	4	80.00 175.00	320	700
Extra for Driveways	each	12	80.00 50.00	960	600

*Items include 10% allowance

Total	$ 23,424	23,155
Perm. signing ($100/intersection)	400	
Flagging	200	
Total	$ 24,024	23,755
Engineering & contingencies (20%)	4805	4751
Total	$ 28,829	28506
City's estimated share of survey	266	246
TOTAL ESTIMATED COST	$ 29,095	28,752

Say $29,000 ✓

2000 × 3506/28506 = 3829/28829 = $266



3
2
10
15"
1.25

LOWELL

Cannon St. = .06 mi.
Hyland Lane = .07 mi.
.13 mi.

690 feet
Dwys - 80 feet
770 feet

Gen. Exc. = $\frac{770 \times 1.25 \times 42' \times 1.10}{27} = 1650$

Lev. Cs. $\left[\left(770 \times \frac{.17}{27} \times 35\right) + \left(770 \times \frac{.25}{27} \times 9\right)\right] \times 1.43 = 270$

Agg. Base = $\frac{770 \times .833 \times 38.5}{27} \times 1.43 = 1310$

Watering = .0275 × 1580 = 45 M-Gal

A.C. = 7.7 × 48.2 = 375 TONS

Tr. Exc. = $\frac{330' \times 2' \times 3}{27} = 80$

Culv. Pipe = 98' - 8" culv. - 110' - driveways
200' - 12" " - 220'

5-4-72

Looking S. on Hyland

At 3rd St.

Lowell 5-4-72

Looking S. on Connon

At 3rd St

Lowell 5-4-72

5-4-72

Looking N. on Cannon
Lowell 5-4-72
At 2ND St.

Looking N. on Hyland
Lowell 5-4-72
At 2ND St.

SCA

PROJECT DATA, CITY OF LOWELL, OREGON Date 8 MARCH 72

To be financed by Special City Allotment Fund and necessary city funds.

Street name Hyland St./Cannon St./Pioneer St./4thSt and 5th St.
(Locate project on attached map.)

Project length Hyland St.332ft/Cannon St. 310ft/Pioneer St.300ft/4th St.543
5th St. 400ft

DESIRED STREET SECTION:

Standard roadway; width of travel way: ~~28~~ 24 feet, width of shoulders: 4 feet

Curbed section; width curb to curb: none feet

Remarks No curbs are sidewalks with this project.

Surface now in place: Oil ____ Paving X Gravel X

Present surface width: ____ feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: ____ feet See remarks

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: ____

Are intersecting streets curbed? Yes ____ No ____

Remarks Hyland St.width 60ft,Cannon St.60ft,Pioneer St. 60ft,4th St.60ft.
5th St. 60ft.

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No ____

Width between present curbs: ____ feet

City to construct curbs? Yes ____ No ____

To be constructed as part of project? Yes ____ No ____

Length of desired radius on curb returns: ____ feet

Does city desire special type of curbs? Yes ____ No ____

Explain: No curbs

RECEIVED
COUNTY & CITY SECTION
MAR 31 1972
ENGR. COOR. CE RE UE
UPE CE RE UPE

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No X

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes____ No____

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: _____feet

Remarks No sidewaLKs in this project

STORM SEWERS -

Now in place? Yes____ No X

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No____

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 4 to8 feet

Remarks No sewers will need to be moved.

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 3 to 5 feet

Remarks No water mains need to be moved.

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No N

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? ___

Must driveways be Portland cement to comply with city code? Yes ___ No X

Is there a city ordinance specifying width and number of driveways permitted? Yes ___ No X (If yes, please include copy of ordinance.)

Remarks ___

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No X

Electric poles? Yes X No ___

Which company? PP&L / REA
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? North West Bell

Railroad tracks? Yes ___ No X

Which company? ___

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks No Poles need to be moved

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No X

Remarks City has no equipment to do the above work with.

GENERAL INFORMATION:

Are city finances available? Yes ___ No X $2,000 - 3000

When available? Date 1973

Has city established grade on street? Yes ___ No N
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: City lot at 3rd and Cannon St. City wants material to build up area west of City Hall

General remarks: Priority of streets as follows, Cannon St.#1. Hyland St.#2,for a total of 642ft. Pioneer St.#3 ,4th St #4, 5th St. #5, of the above Streets 4th, 5th and Pioneer now have 18 ft, 19 ft, and 22ft of Black top. Cannon, and Hyland St no have gravel.

By Wilma E Mayf Mayor

By [signature] City Recorder or City Manager

By William A. Bublitz City Engineer

RECEIVED
COUNTY & CITY SECTION
FEB 28 1972
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of LOWELL, OREGON is an incorporated city of the State of Oregon and has a population of 575 as given by the latest official census; and

WHEREAS, the following streets of said city,

4th Street to Pioneer St. 6th Street to Wilminn St.

~~Pioneer Street~~ between 3rd and 4th Streets. Cannon Street between 2nd and 3rd Streets. Hyland Street between 2nd and 3rd.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of LOWELL, OREGON does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate JOHN W. CONRAD as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 7th day of February, 1972.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Lowell at a regular or special meeting of said Council, held on the 7th day of February, 1972, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 24th day of February, 1972.

Jesse Lee Smith
City Recorder

(cc-50, 1959 Rev.)

N
Hutte
Disappointment
DEXTER
RESERVOIR
DEXTER DAM RD.
N. STORE ST.
MAIN ST.
LAKE ST.
VIEW ST.
PIONEER LN.
LOWELL RANGER STATION
HYLAND DR.
CANNON ST.
WILLAMETTE HWY.
RD. 18
SOUTHERN PACIFIC CO.
Pioneer St.
Project
6th St.
4th St
Pioneer St.
Cannon
Hyland
LEGEND
LOWELL
LANE COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
FEDERAL HIGHWAY ADMINISTRATION
Population 610
Scale in Feet
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

City of Lowell

LOWELL, OREGON 97452

January 26, 1972

H. S. Cox
Engineer, County and City Section
State Highway Division
Salem, Oregon 97310

Dear Sir:

The City of Lowell would like to have a application form sent to this City, pertaining to the allocation of funds, administered by the State Highway Commission, to be allocated to cities under the ORS 366.805 provisions.

Yours truly,

John W. Conrad
City Administrator

JWC:jls

RECD FEB. 1 1972
HWY D.V--COUNTY&CITY

NOTED
H. S. COX

NOTED
RICHARD UNREIN

Forms Sent 2-2-72

1972 River Mile 21 Irrigation Dr. Serv. of
Mile 21-Eugene Hwy. to of Eugene
Traffic Signal.

CLA 4724 - 4/19/23

7901

March 10, 1975

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

A post-final payment for $1,920 will be made to Hamilton Electric, Inc., on Contract No. 7901 for a traffic signal on River Road at Irvington Drive on the Junction City-Eugene Highway in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $18,374.79 including the post-final payment. Of the total $70.79 is for force account.

Very truly yours,

C. W. Read
CERTIFICATION SERVICES

fkm

cc Hamilton Electric, Inc.
P. O. Box 706
Eugene, OR 97401

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

7901

February 25, 1975

Hamilton Electric, Inc.
232 W. 5th
P.O. Box 708
Eugene, OR 97401

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7901 for work on River Road at Irvington Drive (Signal) on the Junction City-Eugene Highway in Lane County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 64 days is granted because of delay in obtaining a usable controller. In effect, this is the time lost from April 8 to June 10, 1974 in deliveries of the first two controllers which were not used and leaves liquidated damages assessed for 42 days.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
C. T. Keasey
H. S. Coulter
V. L. Gallagher
V. E. Skoog
Alfred Shirley, Jr.

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 18, 1975

FILE: CON 5 #7901

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: River Road at Irvington Dr.
(Signal)
Contract No. 7901

TO: H. S. Coulter
Assistant State Highway Engineer

Hamilton Electric Inc. has requested a complete time extension of 106 days because of delay in obtaining a satisfactory controller. This project covers signalization of one intersection (two phase traffic actuated) with a contract amount of $19,714. The 180 days allowed started July 2, 1973. The project was completed October 8, 1974. (A stop work order was in effect from October 11, 1973 to April 8, 1974 awaiting first delivery of the contract controller and with the signal in use with a loaned State controller).

Two controllers were damaged in shipment so the project was actually completed with a 3rd controller which then had to be modified to be accepted. The Resident Engineer submitted a time chart which shows how the above events and the contract time fit together.

The Resident and Region recommend 64 days extension by relocating the contract time remaining after the stop work period to begin with delivery of the 3rd controller. In effect, the extension would be for time lost on the first two controllers. This would assess 42 days at $30 per day, or $1,260.

Latest cost records show $2,746.99 engineering charges, or $715.59 overrun. The charges on S.F.O. 2 to install the temporary controller are $42.31. Charges for S.F.O. 1 to test controllers are $500, so this order did not overrun. This makes what could be considered as excessive State costs in the amount of $757.90. This doesn't allow anything for rental use of the State controller, so is very reasonable.

I would therefor concur in the Region recommendation for 64 days extension, although I believe it is very liberal to the contractor.

This is a State project. Rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
FEB 21 1975
Office of
Assistant State Highway Engineer

FREDERICK POST COMPANY
3017G10 CROSS SECTION 10 A 10 PER INCH

PROJECT EVENTS

OCTOBER | NOVEMBER | APRIL | MAY | JUNE | JULY | AUGUST | SEPTEMBER | OCTOBER

10-11-23

Work Suspended ~ 78 DAYS
remaining on Colendar Days

4-8-24

Delivered ~ 64 DAYS
Begin Calendar Day

Charges ~ 78 DAYS

6-10-24

1st & 2nd Controller

3rd Controller Arrive, Modification, Testing.

10-8-24

RESIDENT ENGINEERS RECOMMENDATION

Begin Colendar Day	Liquidated Damages
Charges ~ 78 DAYS	Assesment ~ 42 DAYS

(H-330 (Rev. 8-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 10, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 286 days, within which to complete our Contract No. 7901, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached documents

Respectfully submitted,

HAMILTON ELECTRIC, INC.
Contractor

By

CONSENT OF SURETY

Date December 13, 1974

We, GREAT AMERICAN INSURANCE COMPANY
720 S.W. Washington, Portland-Oregon, as

surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
Douglas E. Walwyn (SEAL)

Resident Agent
Smith & Crakes
58 West 11th
Eugene, Oregon

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7901 Contractor Hamilton Electric, Inc.

Highway

Section River Road - Irvington Drive Signals

Kind of Work Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Recommend 64 day time extension of contract time due to delay, April 8 to June 10, in obtaining a usable controller.

Recommended for Approval:

J. X. Wilson
Regional Engineer

John A. Burd
Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

SP*07035-734

GREAT AMERICAN INSURANCE COMPANY

The number of persons authorized by this power of attorney is not more than **ONE**

NEW YORK, NEW YORK

No. 0 - 7879

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the GREAT AMERICAN INSURANCE COMPANY, a corporation organized and existing under and by virtue of the laws of the State of New York, does hereby nominate, constitute and appoint the person or persons named below its true and lawful attorney-in-fact or attorneys-in-fact, for it and in its name, place and stead to execute in behalf of the said Company, as surety, any and all bonds, undertakings and contracts of suretyship: provided that the liability of the said Company on any such bond, undertaking or contract of suretyship executed under this authority shall not exceed the limit stated below.

Name	Address	Limit of Power
DOUGLAS E. WALWYN	EUGENE, OREGON	$500,000.

This Power of Attorney revokes all previous powers issued in behalf of the attorney(s)-in-fact named above.

IN WITNESS WHEREOF the GREAT AMERICAN INSURANCE COMPANY has caused these presents to be signed and attested by its appropriate officers and its corporate seal hereunto affixed this 10 day of August 19 71

Attest:

W. C. Beck
Secretary

GREAT AMERICAN INSURANCE COMPANY

John W. Hirschmann
Vice President

STATE OF CALIFORNIA, COUNTY OF LOS ANGELES-ss:

On this 10th day of August 1971, before me personally appeared JOHN W. HIRSCHMANN, to me known, being duly sworn, deposes and says that he resided in Pasadena, California, that he is the Vice President of the Great American Insurance Company, the Company described in and which executed the above instrument; that he knows the seal of the said Company; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by authority of his office under the By-Laws of said Company, and that he signed his name thereto by like authority.

OFFICIAL SEAL
VOLKER A. DITTMEYER
NOTARY PUBLIC-CALIFORNIA
PRINCIPAL OFFICE IN
LOS ANGELES COUNTY
My Commission Expires Jan. 21, 1975

Volker A. Dittmeyer

This Power of Attorney is granted under and by authority of Article IV of the By-Laws of the Company, extracts of which read as follows:

ARTICLE IV.

Officers: Powers and Duties.

Section 4....The President...shall also have power and authority, from time to time, to appoint and fix the compensation of one or more attorneys-in-fact, to prescribe their respective duties and the respective limits of their authority and to revoke any such appointment, at any time, in his discretion.

Section 5....the several Vice Presidents...shall act, in the order of their appointment, in the place of the President, exercising all his powers and performing his duties, during his absence or disability.

This Power of Attorney is signed and sealed by facsimile under and by authority of the following Resolution adopted by the Board of Directors of the Great American Insurance Company at a meeting duly called and held on the 5th day of May, 1965.

RESOLVED, that the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney and revocation of any power of attorney or certificate of either given for the execution of any bond, undertaking, or contract of suretyship, such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

CERTIFICATION

I, W. C. BECK, Secretary of Great American Insurance Company, do hereby certify that the foregoing Power of Attorney, the above quoted abstracts of Sections 4 and 5 of Article IV of the By-Laws, and the Resolution of the Board of Directors of May 5, 1965, have not been revoked and are now in full force and effect.

Signed and sealed this 13th day of December 19 74.

W. C. Beck
Secretary

F. 9089K – 3-70

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: MAI

Salem, Oregon

January 7, 1975

FROM: Robert Judson
Electrical Superintendent

SUBJECT: Contract 7901
River Road & Irvington Drive

TO: Ellis Jones
Resident Engineer

With regard to the above contract, the original controller was received from Eagle Signal on April 5, 1974. The control was badly damaged in shipment and was inspected by the carrier on April 11, 1974. After the inspection the control was returned to Eagle Signal on April 12, 1974. Eagle Signal repaired the unit and it was received again on May 10, 1974. The control was again damaged in shipment and was beyond repair, therefore, the unit was rejected on May 13, 1974, and returned to Eagle Signal on May 14, 1974.

A new replacement controller was received on June 10, 1974, and testing was started on June 11, 1974. It was determined that the controller operation did not meet the contract specifications and the equipment was rejected on June 11, 1974.

Meetings were then held with Eagle Signal representatives and modifications were then made to the equipment to bring it up to conformance. Testing was then restarted on September 18, 1974, and the equipment was accepted on September 23, 1974, with the exception of the loop amplifiers. These were subsequently approved on October 8, 1974, and the entire control equipment package was picked up by the contractor on October 9, 1974.

RJ:jja

OREGON STATE HWY. DEPT. EUGENE, OREGON
RECEIVED
JAN 9 1975
ROUTED
INSP. C.M. FILES
CONSTRUCTION

HE

ELECTRICAL CONTRACTING

December 10, 1974

Oregon State Highway Department
Mr. Ellis Jones, Resident Engineer
2193 East 15th. Avenue
Eugene, Oregon 97403

Re: River Road - Irvington Drive Signals
OSHD Contract #7901

This is our initial request that the liquidated damages penalty of 106 days at $30 per day or a total of $3,180.00 be waived for this project.

Enclosed are letters of justification as furnished by the Eagle Signal Company showing their problems in obtaining various component parts for the controller. It was due to this delay in obtaining parts that the controller was rejected by the laboratory and delayed in shipment to us so that the job could be completed on a timely basis.

If you have any questions or need any additional information please contact us.

HAMILTON ELECTRIC, INC.

Emerson Hamilton

cc: Harlan Baxter
Eagle Signal Co.

EH/ss

NECA

232 WEST 5th AVENUE 503/345-8711 POST OFFICE BOX 708 EUGENE, OREGON 97401

OREGON STATE HIGHWAY DIVISION

Eugene, Oregon

April 8, 1974

Hamilton Electric. Inc.
P.O. Box 708
Eugene, Oregon 97401

Attn: Ken Hamilton

RE: River Road at Irvington Drive
Traffic Signal Installation
Junction City-Eugene Highway
Contract 7901
Suspension of Work

Effective this date the suspension of work issued on February 14, 1974, that was retroactive to October 11, 1973, will be recinded in its entirety.

Ellis H. Jones
Resident Engineer

EHJ/fs

cc: file

OREGON STATE
HIGHWAY DIVISION
Eugene, oregon

2 2078

February 14, 1974

Hamilton Electric, Inc.
P.O. Box 708
Eugene, Oregon 97401

Attn: Ken Hamilton

Re: River Road at Irvington Drive
Traffic Signal Installation
Junction City-Eugene Highway
Contract 7901
Suspension of Work

This letter will serve to inform you of our decision concerning the suspension of work on the subject project.

A reappraisal of the problems involved in obtaining the controller and related equipment indicate that the public interest was best served by installing State owned equipment until the new controller becomes available. Therefore we are susponding work retroactive to October 11, 1973, the date that the signal installation was placed in operation.

The supension of work will be recinded when the new controller is received in Salem for pre-installation testing.

Ellis H. Jonon
Resident Engineer

JEC/

cc: file

STANFORD RESEARCH INSTITUTE
MENLO PARK, CALIFORNIA 94025
(415) 326-6200

18 January 1974

Mr. John S. Strance
Eagle Signal
736 Federal Street
Davenport, Iowa 52803

Dear John:

This letter summarizes my findings with respect to the ROMs required for the DP900.

I BACKGROUND

Pat Short's letter to National Semiconductor dated November 27, 1973 summarizes the purchase and delivery situation quite well. The following chronology may be cited.

- Gassner & Clark quoted a three-week delivery in July of 1973, whereas National Semiconductor followed with a ten-week delivery quote. The confusion here seems to be one of distinguishing between field programmable ROMs and custom ROMs. Gassner & Clark quoted standard delivery on field programmable ROMs, whereas custom ROMs normally take from six to ten weeks.

- The PIA-148, one of the most troublesome parts, was among the first items to be received. The chip select circuit was reversed on these units, as well as on the PIA-143 and PIA-145. This turns out to have been a compound error on the part of National. Their data sheets were ambiguous and their test computer improperly programmed for mask generation. The first set of delivery delays is thus attributable to this cause.

- In order to expedite shipment, National requested a variance on the case in September of 1973. This request was authorized by Eagle and allowed National to use a ceramic case rather than an epoxy B case. Although ceramic cases are normally more expensive then epoxy B, the ceramic case is assembled in Santa Clara, whereas the epoxy B case is manufactured in Singapore. The use of the ceramic case thus allowed National shorter turn-around time than would have been required with plastic. Since Eagle is getting a ceramic case at no increase in price, this variance is to the advantage of everyone.

- During the next set of diffusions--sometime in October 1973--National suffered some furnace purging problems. These types of problems occur periodically in the semiconductor industry, often for no clearly identifiable reason. More often than not, these "bomb-outs" occur when dopent levels go out of control, furnaces undergo "glitches" in temperature, or the wafers are left in the furnace for too long a period. National does not really know what cuased the furnace "bomb-out" in October.

- During the runs in November, National discovered that the second set of masks made for the PIA-148 were "smeared" in one corner. A step-and-repeat camera is used to duplicate the read-only memory masks for a single wafer, approximately 40 times. This process is performed automatically by computer, but alignment and smearing problems still occur occasionally. In this case, the smear was probably caused by mishandling. In any event, the normal complement of 40 chips per wafer was reduced to a potential of 25 or 30 chips. Although the defective mask problem had been identified by National, they decided to continue to use it in order to avoid any further production delays. The yield on the PIA-148 part was expected to be somewhat reduced but it is not clear why the total yield on that part was so miserably low during the month of December. National could offer no good explanation for the repeatedly low yield on this part number. The problems associated with making this part number are no greater than those with any of the other part numbers.

II FURTHER FINDINGS

On December 27, 1973 I discussed delivery and yield problems with Floyd Kvamme in his office. We reviewed the history of deliveries and problems, as summarized above. Kvamme assured me that there were no basic problems in making these devices and that National Semiconductor was somewhat chagrined at the sequence of problems that had developed. He could offer no quantifiable reason for the continuing low yield on part PIA-148. He did, however, identify three alternatives that would help to assure Eagle a good supply of ROMs.

1. Wafer Bank Guarantee

Under this arrangement, Eagle would guarantee that the labor and production costs involved in producing wafers would be reimbursed even though Eagle did not wish to purchase the final parts. This is an exceptionally favorable arrangement for National, since it permits them to overproduce without any risks on their part.

2. Order Scheduling

An advanced commitment of orders would enable National to schedule production, and even to overproduce wafers, knowing that they would be subsequently packaged and shipped. As I now understand Eagle's arrangement with National, it appears that a firm commitment schedule has been arranged. If such is not the case, it is recommended that an order schedule be provided to National since this has advantages to both parties.

3. Second Source

Kvamme was not eager for Eagle to select a second source, but realizes the advantages that occur to a customer with such arrangements.

In order to verify the information obtained from Kvamme and to attempt to identify any hidden problems that had not been exposed, I requested a meeting with the production engineer on these parts. On January 16, 1974 I met with Nat Holmes to discuss the laboratory situation. Unfortunately, Mr. Holmes was of very little assistance. He was not even aware of the smeared mask problem, despite the fact that he is the responsible engineer. He did indicate that 71 pieces of part No. PIA-148 had been shipped on January 11, 1974, reducing the backlog to 31 pieces. Although this new shipment should considerably alleviate the problems at Eagle, the discussions with Nat Holmes left me with a rather uneasy feeling about their production supervision.

III SUMMARY AND RECOMMENDATIONS

In summarizing the problems at National, the following points are significant.

- A variety of problems have combined in a statistically improbable way to limit both yield and delivery of some of Eagle's required ROMs.
- A crushing backlog of orders of all kinds at National Semiconductor has reduced their incentive to deliver to any one single customer.
- The cooperation of the customer service department (Steve Bruckner and Steve Haynes) and of marketing (Floyd Kvamme) was not enthusiastic, but best described as reluctant. This attitude seems to be conditioned by the extensive backlog now present.

Considering the history of these parts, their delivery, and the backlog at National, I would recommend development of a second source for the six ROMs

involved. National is presently number one in the delivery of ROMs to the industry and may eventually prove to be the best source at the lowest cost. However, other sources are quite capable of producing these parts, Mostek being a prime example. Other sources are also available in silicon valley and could be considered. A recent advertisement by Electronic Arrays is appended, since it may be of some interest. Unless I receive a specific request to pursue other second sources in the area, I will consider my efforts on this subject to be complete.

Very truly yours,

Dale P. Masher
Senior Research Engineer
Digital Development Group
Engineering Sciences Laboratory

DPM/ls
cc: Pat Short

December 21, 1973

Mr. Dale P. Masher
Stanford Research Institute
333 Ravenwood Avenue
Menlo Park, California

Dear Dale:

Confirming our discussion of December 19, we would appreciate having you visit National Semiconductor Corporation in an effort to evaluate the problem associated with deliveries of the ROM's required for the DP900. I have enclosed a copy of Mr. Short's letter to Mr. Kvamme providing the necessary background information. Mr. Kvamme has been apprised of your assignment on our behalf and will certainly cooperate in every way possible. Please feel free to contact his office regarding this matter.

Expenses in connection with this effort can be charged to our existing account. We would appreciate a prompt answer.

Very truly yours,

John S. Strance

JSS/mh

b/ cc: Norm West
J. Short

OREGON STATE
HIGHWAY DIVISION
EUGENE, OREGON

December 31, 1973

Hamilton Electric, Inc.
232 West 5th Avenue
Eugene, Oregon 97401

Attn: Emerson Hamilton

Re: River Rd. at Irvington Dr.
Traffic Signal Installation
Junction City-Eugene Hwy
Contract: 7901
Request for Time Extension

This is to acknowledge receipt of your letters dated December 6, and December 13, 1973. A time extension will be considered when your request is made at the completion of the project. and the actual number of days required will be known.

Ellis H. Jones
Resident Engineer

cc: J.X. Wilson
file

HARLAN E. BAXTER & ASSOCIATES, INC.
MANUFACTURERS REPRESENTATIVE
TRAFFIC SIGNAL SYSTEMS

10655 N. E. 4th St.
Suite 400
BELLEVUE, WASHINGTON 98004
(206) GLENCOURT 4-4079

December 17, 1973

Mr. Vic Moran
Eagle Signal Co.
736 Federal Street
Davenport, Iowa 52803

Re: Hamilton Electric Co.
River Road and Irvington Signals
OSHD Contract No. 2901
S. O. No. L-67814
Request for Extension

Dear Vic:

Attached is a copy of a letter that the Hamilton Electric Company sent to the Oregon State Highway Department concerning the request that an extension be granted for the above subject job.

I will keep you informed of any further developments.

Very truly yours,

HARLAN E. BAXTER & ASSOCIATES, INC.

HARLAN E. BAXTER

HEB:jk

HAMILTON ELECTRIC Inc.

ELECTRICAL CONTRACTING

RECEIVED
DEC 20 10 30 AM
EAGLE SIGNAL CO.

December 6, 1973

Oregon State Highway Department
2141 East 15th.
Eugene, Oregon 97403

Attention: Ellis Jones

Re: O.S.H.D. Contract #7901
River Road and Irvington Signals

Enclosed is a letter from Eagle Signal dated November 29, 1973 requesting an extension of this contract until February 15, 1974. We concur with this request and believe the extension should be granted.

HAMILTON ELECTRIC, INC.

Emerson Hamilton

cc: Harlan Baxter & Associates

EH/ss

232 WEST 5th AVENUE 503/345-8711 POST OFFICE BOX 708 EUGENE, OREGON 97401

GW Eagle Signal
a system division of
GULF + WESTERN INDUSTRIES, INC.
726 Federal Street Davenport, Iowa 52803

Telephone (319) 326-8111

November 29, 1973

Hamilton Electric
232 West Fifth Avenue
P. O. Box 708
Eugene, Oregon 97401

Reference: Hamilton P.O. 2448 June 22, 1973
Eagle Signal S.O. L-67814

Gentlemen:

Delivery commitments for several components used in the manufacture of DP900 controllers have not been met by our suppliers. We have been forced to reschedule controller production to accommodate these late deliveries. Letters are attached to document this predicament.

We request a contract extension be granted to allow reasonable time for us to respond to these late deliveries. We have rescheduled shipment of the controller from Davenport for December 21, 1973. We suggest a contract extension to February 15, 1974 to adequately allow for shipping, testing and installation subsequent to our ship date.

Very truly yours,

Vic Moran
Sales Engineer
Traffic Controls

VM/ds

Att:

cc: Harlan Baxter & Associates

EAGLE
a systems division of
GULF + WESTERN INDUSTRIES, INC.
736 Federal Street [illegible]port, Iowa 52803

November 27, 1973

National Semiconductor Corporation
2900 Semiconductor Drive
Santa Clara, California 95051

Attention: Mr. Floyd Kvamme
Vice President - Marketing

Subject: Eagle Signal No. PIA-143 thru 148 Delivery
P.O. 3306244 of 7/2/73

Gentlemen,

This letter is being written to confirm the history and status of the subject order.

July 2, 1973 - We sent you the subject purchase order requesting 3 week delivery based on a price and delivery quotation from your distributor, Gassner & Clark. Confirmation of the purchase order from National Semiconductor indicated delivery in 10 weeks (on or about 9/14).

September 5, 1973 - The first items (PIA-148) were received. The Eagle generated data checked okay. However, the standard chip select circuit was reversed with respect to literature and spec data received from National. This variance caused rejection of the PIA-148's and, upon review by National, it was determined that the PIA-143 and 145 marks had the same variance.

September 6, 1973 - Eagle was advised that a maximum effort would be made by National to produce acceptable PIA-143, 145 and 148 ROM's and deliver in 5 to 6 weeks (on 10/12 or 10/19).

September 12, 1973 - National called advising planned shipment of 10 each PIA-143 and 145 for data check only and 60 each PIA-146 and 147 for data check and acceptance, since chip select circuit was per spec on these items. Authorization was also requested and allowed to furnish ceramic case rather than "Epoxy B" as specified.

September 13, 1973 - TWX was sent authorizing case change.

September 19, 1973 - Eagle called to verify shipment:

10 PIA-143 were shipped 9/15 and Eagle data checked okay
10 PIA-146 were shipped 9/19 and Eagle data checked okay
PIA-145 and 147 were to be shipped soon

October 8, 1973 - Eagle called again to check status with following results:

60 good PIA-143 to be shipped 10/23
60 good PIA-144 already received
60 good PIA-145 to be shipped 10/23
38 good PIA-146 to be shipped 10/26 (22 already received)
20 good PIA-147 to be shipped 10/26 (32 already received)
60 good PIA-148 to be shipped 10/23

Note: 10/23 promised dates were revised to 10/19.

October 22, 1973 - Eagle called to verify shipment and routing. Results were as follows:

38 PIA-146 were shipped 10/19 - received 10/25
60 PIA-143 to be shipped 10/23
60 PIA-145 to be shipped 10/23
38 PIA-146 to be shipped 10/26

October 25, 1973 - National advised:

PIA-143 and 148 "had bad run"
PIA-145 "in assembly"

October 26, 1973 - National advised:

60 each PIA-143 and 148 to be shipped in 3 weeks (11/16) "assuming good run"
60 each PIA-145 to be shipped in 2 weeks (11/9)

13 PIA-145 were shipped 11/12, received 11/13 and checked good.
7 PIA-143 were shipped 11/19, received 11/20 and checked good.
3 PIA-148 were shipped 11/19, received 11/20 and checked good.

As of 11/20 Eagle has received and accepted:

7 good PIA-143
52 good PIA-144 - (8 rejected and returned for replacement)
13 good PIA-145
45 good PIA-146 - (15 rejected and returned for replacement)
44 good PIA-147 - (8 rejected and returned for replacement)
3 good PIA-148

As of 11/20 Eagle has work in process in various stages of assembly on 50 units, each requiring 1 set of 6 PIA-143 - 148 ROM's. All of these 50 controllers are committed to Eagle sales orders, a major portion of which are on contracts with liquidated damage clauses for failure to complete shipment on schedule.

As of this data all penalty contracts are being delayed by failure of National Semiconductor to provide ROM's as originally ordered in July, 1973.

Based on your phone call of 11/20, you plan to ship:

153 PIA-143 on 12/7
147 PIA-145 on 12/7
80 PIA-148 on 12/15
77 PIA-148 on 12/22

Based on the above, I am sure you recognize that it is imperative to provide usable ROM's as soon as possible in order to minimize damage claim exposure of both Eagle Signal and National Semiconductor. Should you have any comments or additional information, please advise.

Sincerely,

J. Patrick Short

J. P. Short
Product Manager
Traffic Controls

JPSds

cc: W. J. Schiltz
J. S. Strance
R. Tanghe
C. Boardman

National Semiconductor Corporation

November 9, 1973

Mr. John Strance
General Manager of Traffic Control
Eagle Signal
736 Federal Street
Davenport, Iowa 52803

Dear Mr. Strance:

This letter is in response to a request by Mr. Richard Spilo of Eagle Signal to formalize the series of events that have caused National Semiconductor to be deliquent on delivery of three ROM codes.

On July 5, 1973, an order was entered for three ROMS, the MM5232AYZ MM5232AZB and the MM5232AZE. Sixty pieces of each of these parts were delivered on September 21, 1973, and found to contain an error. The patterns were changed to MM5232BDP, MM5232BDQ and MM5232BDR respectively. The masks for these new patterns were generated and sent to QA for final inspection and found to contain defects. New masks were then made, which passed QA inspection. The yield on the water run from the new masks was very low and there was not enough parts to fill your requirements.

We have now started a new water run and put it on an "engineering-super-hot" tag to get it through faster. Also, we will assemble the product here in Santa Clara to further speed delivery.

We are sorry for the trouble this series of events has caused you and we will do our best to get the ROMS to you as fast as humanly possible.

Regards,

NATIONAL SEMICONDUCTOR CORP

Bob Bennett
Product Marketing Manager
CMOS/MOS

BB/cg
cc: Richard Spilo

2900 Semiconductor Drive, Santa Clara, California 95051 (408) 732-5000/TWX (910) 339-9240 CABLE: NATSEMICON TELEX: 346353

GENERAL ELECTRIC

General Electric Company

MR. ELMER LORENZ

November 2, 1973

Re: Order 5310046
Part PIT-92
G.E. Type D41D2
G.E. Reqn. 636-A1017

PIT-92

Mr. Robert Tangy
Eagle Signal Company
Gulf & Western
736 Federal Street
Davenport, Iowa 52803

Dear Mr. Tangy:

At the request of Mr.Bob Ellis, we are attaching a letter written by Mr. E. H. Foley, Manager of Customer Relations, of our Syracuse factory. Mr. Foley's letter is self-explanatory concerning the delivery given you on your order 5310046 for 3500 pcs. of our Type D41D2 device.

We are sorry we are unable to meet your requirements.

Very truly yours,

Nadine Sandberg, Sales Assistant

cc: Mr. Bob Ellis
Mr. Elmer Lorenz

GENERAL ELECTRIC
SEMICONDUCTOR PRODUCTS DEPARTMENT

COMM
8*254-1441

SUBJECT
Eagle Signal
Purchase Order 5310046
Our Req. 636A1017

COPIES

October 29, 1973

Mr. C. D. Galliher
District Sales Manager
Cedar Rapids, Iowa

I am writing in response to Mr. Robert Tangy's request concerning the subject purchase order.

As you know, the demands for Power Transistors have exceeded our capacity. Our orders received through October have taken our capacity through mid-February and it was necessary to provide an estimated February schedule for the subject order.

We are presently in the process of increasing the capacity of our Power Transistor lines which should provide more product during the first quarter of 1974. On this basis we are estimating shipment of the above order in February.

E. H. Foley
Manager - Power
Customer Relations

/d

GW Eagle Signal
a systems division of
GULF + WESTERN INDUSTRIES, INC.
736 Federal Street Davenport, Iowa 52803

February 27, 1974

Hamilton Electric
232 West Fifth Avenue
P.O. Box 708
Eugene, Oregon 97401

Reference: Hamilton P.O. 2448 Eagle S.O. L67814

Gentlemen:

We are continuing to experience delivery problems from our "ROM" pack supplier, National Semiconductor. We have attached documentation which delineates the scope of this problem for the purpose of keeping you and the customer abreast of the situation and our reconciliatory effort.

We have been forced to reschedule the shipment date of your order to March 25, 1974. The additional date supplied herewith should justify the extension of the contract time until a date that will accommodate these restrictive influences on our ability to deliver.

We are continuing our effort to prohibit these conditions to continue or recur on future orders.

Very truly yours,

Victor Moran

Victor Moran
Sales Engineer

VM/bj

BCC: Terry DeVetter
Harlan Baxter

#7701

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 20, 1975

TO C. W. Head
Commission Services

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Attached is a report on approval of completed contracts which I accepted under authority delegated to me by the Transportation Commission.

Att.

cc A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
Vince Gallagher
Dave Talbot

srb

COPY FOR MR. ____
From Cecil Head

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and Highway	Acceptance Date
Morse Bros., Inc. No. 7859	Sanderson Bridge (Approaches) Albany-Lyons, Linn County	December 19, 1974
Workman Const. Co. & Workman Contractors No. 7895	UPRR O'xing - Hood River (Button Bridge) FAS 349, Hood River County	December 19, 1974
Hamilton Electric, Inc. No. 7901	River Road at Irvington Drive, Junction Road at Irvington Dr., Lane County	December 19, 1974
Rowell & Wickersham No. 7920	West City Limits-Mason St. (Sheridan) FAS 907 Yamhill County	December 19, 1974
White - Palos No. 7938	White Bridge, Powers Highway, Coos County	December 19, 1974
Aichele Landscaping, Inc. No. 7943	Campbell Street Interchange (Baker), Old Oregon Trail, Baker County	December 19, 1974
La Fond & Son No. 7953	Bay Ocean Road Slide FAS 616, Tillamook County	December 19, 1974
James R. Foster No. 7963	Walker Ave.-Tolman Cr. Rd. Bikeway (Ashland) Rogue Valley, Jackson County	December 19, 1974
J. A. Weaver No. 7989	La Grande Office Building Wallowa Lake, Union County	December 19, 1974

Contractor and Contract No.	Section and Highway	Acceptance Date
Palmberg Paving Co., Inc. No. 7993	Fort Stevens State Park Clatsop County	December 19, 1974
Wildish Construction Co. No. 8028	Creswell (1st Street) Lane County	December 19, 1974
Ray Kizer Const. Co. & Hannan Bros. Co. No. 7779	Rickreall-Independence Junction, Willamina-Salem Polk County	December 23, 1974
Waybo, Inc. No. 7925	Duniway Park-Barbur Blvd. (Portland) Bikeway City St. (Terwilliger) Multnomah County	December 26, 1974
Paul Brothers, Inc. No. 8034	Tryon Creek State Park Multnomah County	December 26, 1974
Rogers Construction, Inc. No. 7764	West Pendleton Interchange, FAS 470 Umatilla County	January 3, 1975
Copenhagen, Inc. No. 7958	Baldock Safety Rest Area Pacific Highway Clackamas County	December 12, 1974
Lundeen Coatings Associates No. 7782	Columbia River (Astoria) Bridge, Oregon Coast Hwy. Clatsop County	January 10, 1975
Baltz & Son Co. No. 7905	Terwilliger Boulevard Interchange, Pacific Hwy. Multnomah County	January 14, 1975

January 20, 1975

J. M. Klabone

Administrator and State Highway Engineer

7901

December 20, 1974

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gentlemen:

Contract No. 7901 awarded to Hamilton Electric, Inc., for work on the River Rd. at Irvington Dr. Section of the Junction City-Eugene Highway in Lane County was completed on October 8, 1974, and accepted by the Administrator and State Highway Engineer on December 19, 1974.

Final payment in the amount of $787.60 will be released to the contractor after December 26, 1974. The total contract amount is $16,654.79 including $70.79 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Read
COMMISSION SERVICES

jo

cc Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog, Attn: Dick Hacak
A. Shirley

7901

December 20, 1974

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gentlemen:

Contract No. 7901 awarded to Hamilton Electric, Inc., for work on the River Rd. at Irvington Dr. Section of the Junction City-Eugene Highway in Lane County was completed on October 8, 1974, and accepted by the Administrator and State Highway Engineer on December 19, 1974.

Final payment in the amount of $787.60 will be released to the contractor after December 26, 1974. The total contract amount is $16,654.79 including $70.79 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

G. W. Read
COMMISSION SERVICES

js

cc Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97401

bc C. T. Kassey
Walt Hart
V. E. Skoog, Attn: Dick Hacek
A. Shirley

#7901

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 19, 1974

TO C. W. Head
Commission Services

FROM F. B. Klabbe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Attached is a report on approval of completed contracts which I accepted under authority delegated to me by the Transportation Commission.

Att.

cc A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
Vince Gallagher

srb

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on December 19, 1974, I accepted the following:

Contract No. 7859, Work Completed July 16, 1974

Project Sanderson Bridge (Approaches)

Highway Albany-Lyons County Linn

Type of Work Grading and Paving

Contractor Morse Bros., Inc.

Contract No. 7895, Work Completed August 2, 1974

Project UPRR O'xing - Hood River (Button Bridge)

Highway FAS 349 County Hood River

Type of Work Grading, Paving and Structure

Contractor Workman Const. Co. & Workman Contractors

Contract No. 7901, Work Completed October 8, 1974

Project River Road at Irvington Drive

Highway Junction Road at Irvington Drive County Lane

Type of Work Traffic Signal Installation

Contractor Hamilton Electric, Inc.

Contract No. 7920, Work Completed August 9, 1974

Project West City Limits-Mason Street (Sheridan)

Highway FAS 907 County Yamhill

Type of Work Grading and Paving

Contractor Rowell & Wickersham

Contract No. 7938 , Work Completed October 11, 1974

Project White Bridge

Highway Powers County Coos

Type of Work Grading and Paving

Contractor White - Palos

Contract No. 7943 , Work Completed May 31, 1974

Project Campbell Street Interchange (Baker)

Highway Old Oregon Trail County Baker

Type of Work Roadside Improvement

Contractor Aichele Landscaping, Inc.

Contract No. 7953 , Work Completed August 27, 1974

Project Bay Ocean Road Slide

Highway FAS 616 County Tillamook

Type of Work Slide Correction

Contractor La Fond & Son

Contract No. 7963 , Work Completed August 19, 1974

Project Walker Ave.-Tolman Cr. Rd. Bikeway (Ashland)

Highway Rogue Valley County Jackson

Type of Work Grading and Paving

Contractor James R. Foster

Contract No. 7989 , Work Completed August 14, 1974

Project La Grande Office Building

Highway Wallowa Lake County Union

Type of Work Curb, Sidewalk and Drain

Contractor J. A. Weaver, General Contractor

Contract No. 7993 , Work Completed October 3, 1974

Project Fort Stevens State Park

Highway -- County Clatsop

Type of Work Grading and Paving

Contractor Palmberg Paving Co., Inc.

Contract No. 8028 , Work Completed September 18, 1974

Project Creswell (1st Street)

Highway City Street County Lane

Type of Work Grading and Paving

Contractor Wildish Construction Co.

Administrator and
State Highway Engineer

7901

Report No. 64

FORM 81-724-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: River Rd. at - Irvington Drive		WEEK ENDING: November 2, 1974
		SECTION PREFIX: 120-1153
HIGHWAY: Junction City - Eugene		COUNTY: Lane
NAME OF JOB: River Rd. at Irvington Drive	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Hamilton Electric, Inc.	CONTRACT NUMBER: 7901	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 20, 1973	DATE WORK STARTED: August 14, 1973	ESTIMATED COMPLETION DATE: October 8, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 180	CALENDAR DAYS USED 286
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 159%
PROJECT AUTHORIZATION: $ 23259.53	ENGINEERING AUTHORIZATION $ 2531.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
EXCLUSIVE OF ENGINEERING: $ 20728.13	ENGINEERING COST TO DATE $ 2500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ **20584.80**		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0.7 %	PERCENT OF AUTHORIZATION 98.8%	October 8, 1974

** This amount does not reflect Liquidated Damages.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		Project completed October 8, 1974.
MONDAY	Rain	0		
TUESDAY	Mostly Cloudy	0		
WEDNESDAY	Mostly Cloudy	0		
THURSDAY	Showers	0		
FRIDAY	Mostly Cloudy	0		
SATURDAY				

Routing
Keusey
Bond
Jackmond
Harwood
Johnsen
Walker
Scot eld 5
Glenn
Berg

RECEIVED
NOV 4 1974
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	River Road @ Irvington Drive Week of October 27 thru November 2, 1974
MONDAY	Project Complete No activity
TUESDAY	No activity
WEDNESDAY	Completed testing detector loops & lead-ins, phase 'A'.
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	

REMARKS

Status: Project Complete. Semi-final to be submitted approximately November 4, 1974.

SIGNED Ellis H. Jones LOCATION Eugene

Ellis H. Jones Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 4 COPIES

SP*F216

7901

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

July 22, 1974

RECEIVED JUL 23 1974 FILE:

CONSTRUCTION SECTION

Scofield S
Glenn
Berg

FROM: J. X. WILSON
Regional Construction Engr.

TO: C. T. Keasey
Construction Engineer

SUBJECT: River Rd. @ Irvington Dr.
Jct. City-Eugene Highway
Lane County
Contract No. 7901

As you can see from the attached weekly report, this project has been hanging on for about a year and we still don't have a controller from the contractor that will meet specifications. We have been operating with a borrowed OSHD controller for months.

I feel like there should be something we could do to bring the contract to a graceful close but I don't have any idea what it might be. Shall we just keep dragging along until the contractor comes up with an acceptable controller? Should we charge rent on our own controller? Should we continue to charge time? These are some of the questions I don't have answers for.

Any directional help you can give us will be appreciated.

JXW/cw
Attach.

7-31-74

J. X. —

What is the contractor doing to get an acceptable controller ?
What about another supplier if this one can't or won't furnish one?

C. Keasey

7901

bc C. T. Keasey
Walt Hart
L. H. Young
Attn Vince Callagher
Alfred Shirley
Ellis Jones
William Geibel (SAIF)

June 20, 1973

Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on June 1, 1973, accepted your proposal for traffic signal installation on River Road at Irvington Drive on the Junction City-Eugene Highway in Lane County in the amount of $19,714 and referred it to the Administrator of Highways with authority to award the contract as soon as Lane County approves the project and deposits $11,630.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7901.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin July 2, 1973.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. M. Graham, Assistant Secretary

ks
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

7901

May 29, 1973

Mr. Al Driver, Director
Lane County Department of Public Works
Post Office Box 2729
Eugene, Oregon 97402

Dear Mr. Driver:

Traffic Signal Installation
River Road - Irvington

On May 25, bids were opened for the proposed traffic signal installation at the intersection of River Road-Irvington Drive section in Lane County.

The pertinent facts concerning the bid are as tabulated below:

Low Bid	$19,714.00
Flagging	100.00
Equipment Testing	500.00
Subtotal	$20,314.00
Engineering & Contingencies (14.5%)	$ 2,945.00
Total Cost	$23,259.00
County's Share (50%)	$11,630.00

If you will submit the County's check for $11,630.00, we will award the contract. It is necessary that the contract be awarded within 30 days of the bid opening.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
L. E. George
A. J. Shirley

BET:Pb: ajw

7901

5f
4.17.73

April 19, 1973

Lane County
Department of Public Works
135 East 6th
Eugene, Oregon 97402

Attention: Al Driver, Director

MISC. CONTRACTS and AGREEMENTS No. 47724

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals at Irvington Drive on the Junction City-Eugene Highway in Lane County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

de
Att.

bc L. E. George
(conf. agree. att.)

7901

Salem, Oregon
April 9, 1973

Mr. L. E. George
Traffic Engineer

B U I L D I N G

Please draft a letter to the Commission in time for its next meeting requesting authority for the following three projects:

1. Signalization of the Irvington Road-River Road Intersection in Eugene. ?

   agreement with Lane Co -

2. Signalization with minor grading and paving of the intersection of Highway 38 and Highway 101 in Reedsport.

3. Signalization and warning signs and corrective roadway work you suggested for the two county road intersections immediately south of the McCullough Bridge.

These are to be financed with State Construction funds.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: F. B. Klaboe
A. E. Johnson
L. H. Young

7901

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 5, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Traffic Signal Agreement**
Junction City-Eugene Highway
Irvington Drive

An agreement has been executed by Lane County covering the installation of two-phase, fully actuated traffic signals at the subject location.

This agreement provides that the State shall do the work of the project and care for future maintenance, with Lane County agreeing to pay one-half the installation cost and care for all electrical energy. The total estimated cost of this installation is $25,000, State's share of $12,500 to be taken from State Construction funds.

Your approval of the agreement and authorization for the Secretary to sign it in your behalf is recommended.

This matter will be on the agenda for your consideration at the April 17 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
H. S. Coulter
L. E. George
L. H. Young
V. E. Skoog
H. S. Cox
J. H. Versteeg
Ben Gifford
Gary Sund

LEG:njc dpy

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

October 27, 1972

7901

RECEIVED
STATE HWY ENGR
OCT 30 '72
REFER TO
FOR
Info | Prep | R/D | D/R | Sign | Act | File

Misses Wendy and Marjorie Balon
373 Suburban
Eugene, Oregon 97402

Dear Wendy and Marjorie:

Thank you for writing me about the school crossing near your home. I am very concerned about the safety of everyone.

Installation of traffic signals on River Road north of Eugene has been under constant study for many years. The city, county, and school superintendents have all been contacted with regard to the proper location of the signals.

There are many other problems besides the crossing for school children such as you. I will ask the Highway Division traffic engineers to again study this to determine if additional signals should be placed on River Road.

Sincerely,

Governor

TM:mh

bcc: Highway

NOTED
TOM EDWARDS

RECEIVED
OCT 30 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

COPY

[redacted]

[redacted]

[redacted]

RECEIVED
OCT 2 1972
FOR FILING

Card No. 433843 - Highway
October 19,1972
Tom Edwards - 378-6516

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION

Misses Wendy and Marjorie Balon
373 Suburban
Eugene, OR 97402

Dear Wendy and Marjorie:

157

Thank you for writing me about the school crossing near your home. I am very concerned about the safety of everyone.

Installation of traffic signals on River Road northerly of Eugene has been under constant study for many years. The City, County, and school superintendents have all been contacted with regard to the proper location of the signals.

There are many other problems besides the crossing for school children such as you. I will ask the Highway Division traffic engineers to again study this to determine if additional signals should be placed on River Road.

cc George H. Baldwin
F. B. Klaboe
R. L. Schroeder
L. E. George
J. H. Versteeg - Please contact all parties involved to see if some form of plan to provide safe crossing on River Road can be worked out.

LEG:[redacted]ey

10-11-72 Balon .o Highway

Dear Governor

My mommy says the Sheferf told her that they will not put up a red and green light untill somebody gets killed. my name is Wendy Balon I go to Sping creek school in 5th grade. why do I have to go to school when it scarry to go ?

OCT 1 1 1972

Wendy Balon
373 Suburban
Eugene oregon

RECEIVED
STATE HWY ENGR
OCT 12 72
REFER TO
FOR
Info | Invest | R/D | Bill | Sign | Act | File

Dangerous spot

During the past summer four street lane boys widened and re-blacktopped Wilkes Drive, a much needed thing for Madison Jr. High students. When we moved here five years ago we had a situation which concerned us greatly. Since the relocation and widening of Wilkes Drive it has worsened, by making it a four-way intersection with Irvington and River Road. Madison Jr. High on Wilkes Drive and Spring Creek Elementary on Irvington are

Park Elementary School built just to the north of us — all schools that will experience heavy subdivisions going all around us. This will add up to an increase in traffic, making school crossing on River Road more dangerous. Yes, we have an alternative three years ago — a flashing yellow light which most motorists ignore. Also we parents have to stand this crosswalk during crossing hours, which we feel is unfair, but do so for the safety of our children.

No, we've not had a fatality and do not want one. We invite you to see this dangerous intersection and write the state to make them aware and see our need for a stop-and-go light before we do add to the fatality list.

MRS. FRED BALDWIN
380 Wilkes Dr.
Eugene

RECEIVED
OCT 12 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
OCT 12 1972
OFFICE OF
ASSISTANT STATE HIGHWAY Engr.

Dear Governor McCall

I want a red, yellow and green

lite for Spring Creek School

at River Road.

OCT 11 1972

River Road is a very busy road

in Eugene Oregn

I am a scared to

cross it I am a third

grader.

Marjanie

Balam

373 suburban

Eugene, Oregon

Dear Governor McCall

I want a red, yellow and green lite for Spring creek School at River Road.

OCT 11 1972

River Road is a very busy road in Eugene Oregon

I am a scared to cross it I am a third grader.

Marjanie Balan
373 Suburban.
Eugene, Oregon

Bud George

FORM S-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 11, 1972

To: James H. Versteeg
Region Engineer
O F F I C E

SUBJECT: Signal Warrant Investigation
Junction City-Eugene Highway
at Wilkes Drive-Irvington Lane
Hwy. No. 223 - MP 8.87

Attached is a petition signed by many residents of the Santa Clara area requesting a traffic signal at the subject intersection. This petition was presented to our Eugene office by Mrs. Fred B. Baldwin, Chairman, Spring Creek School P.Y.A. Safety Committee, September 28, 1972. Also, attached is a letter dated October 3, 1972, from Mr. Dudley Hemphill, Traffic Engineer, Lane County, suggesting a traffic signal may be warranted and requesting our consideration for such signalization.

The county has just recently reconstructed this off set intersection to a standard cross type intersection. During construction this summer the previously existing overhead, span-wire mounted "SCHOOL CROSSING" sign and flasher was removed. October 3, 1972, this office was advised that it had been reinstalled on the north leg of the intersection. The original installation was installed February 4, 1971, in conjunction with an adult supervised school crossing patrol.

A 16 hour manual turning movement count factored to 24 hours taken September 26-27, 1972, revealed that 12,609 vehicles entered this intersection. 10,382 or 82% entered on River Road and 2,227 or 18% entered from the side streets. 569 vehicles entering the highway from the highest volume side street, Irvington Lane, made right turns west to south. 80 pedestrians crossed the highway of which 79 were students.

There were 29 reported accidents at this intersection during the period 1-1-68 to 6-30-72. There were no fatalities, but 15 persons were injured. There were no pedestrian accidents. This accident experience is not appropriate as the "SCHOOL CROSSING" sign was installed during this time period as was the construction making it a standard cross type. It does point out the lack of pedestrian accidents over the years.

Attached is a traffic signal warrant comparison data sheet showing that none of the standard warrants are met. The side street vehicular volumes are very low and as stated before most are making right turns. The school pedestrian situation is as could be expected, 34 crossing in the A.M. and 43 in the P.M.

RECEIVED
OCT 13 1972
TRAFFIC ENGINEERING

John W. Stallcup
REG. MAINT. EN
OCT 12 1972

The area bracketing this intersection is posted for 20 MPH crossing hours and is a part of an overall 45 MPH speed zone. The 1971 ADT on the highway at this location was 8,000 vehicles. The existing overhead "SCHOOL CROSSING" sign and flasher was designed to augment an adult supervised school crossing patrol. The standard national warrants for signalization are not met at this location. There is every reason to believe that the adult patrol is more effective than an unattended signalized intersection at this specific location. As a result of this investigation, it is recommended that no further improvements be undertaken at this location at this time.

Glen L Clark

GLEN L. CLARK
Region Traffic Engineer

GLC:cc
attach.
cc: L. E. George
Bill Anhorn

FORM 8-30 (REV. 10-57)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
October 10, 1972

SUBJECT:

To:

J. H. Versteeg
Region Engineer
R O S E B U R G

Attention: Glen Clark

Attached for your information are two letters to the Editor of the local "Fish Wrapper" concerning two traffic problems we discussed last week; speed in Walterville area on McKenzie Highway and request for traffic signals on River Road at Wilkes Drive and Spring Creek Road.

William Anhorn
District Engineer

NOTED
G. L. C.
10/11/72

ROSEBURG DIVISION
RECEIVED
OCT 11 1972

[illegible]	ADE	ADE	ADE	DOT

Assign _____ For _____

Reply _____ Info _____

WA:cm

Attachment

Eugene Register-Guard

AN INDEPENDENT NEWSPAPER

ALTON F. BAKER, Publisher, 1927-1961

ALTON F. BAKER JR.
Editor and Publisher

EDWIN M. BAKER
General Manager

WILLIAM L. WASMANN
Managing Editor

ROBERT B. FRAZIER
Editorial Page Editor

A. H. CURREY
Associate Editor

DON W. ROBINSON
Associate Editor

The Register-Guard's policy is the complete and impartial publication in its news pages of all news and statements on news. On this page, the editors of the Register-Guard offer their opinions on events of the day and matters of importance to the community, endeavoring to be candid but fair and helpful in the development of constructive community policy. A newspaper is a CITIZEN OF ITS COMMUNITY.

Speedway

I live at 12540 McKenzie Highway in Springfield. What in the world is a person who has to make a left turn off this road to do, to do so without getting run into. Turn signals on in plenty of time to be seen are paid no attention to. I got hit turning into my driveway two weeks ago.

Today I was going to the Walterville school and was trying to make a left turn. A car and truck were far enough behind to notice my signals, if they'd been watching or driving at a decent speed. I had to gun my pickup and run out on the school lawn to keep from being hit. Thank gosh there was a place for me to go to get out of the way.

I've lived here five years. We've had a problem like this before, but it is getting worse.

Also had a boy almost hit by a car as it was going too fast to stop behind the bus.

What are we to do? People drive like they're going to a fire on this road. We complained before, trying to get a reduced speed, but were turned down.

We do have to leave our places sometimes, and it's sure taking your life in your hands to be on this road. All of us here would like to live long enough to raise our children.

If you drive any road, watch for turn signals, please.

I think the horse and buggy was the good old days.

MRS. CLYDE DREW
12540 McKenzie Hwy.
Springfield

Dangerous spot

During the past summer our street has been widened and a bike-walk built, a much needed thing for Madison Jr. High students. When we moved here five years ago we had a situation which concerned us greatly. Since the relocation and widening of Wilkes Drive it has worsened, by making it a four-way intersection with Irvington and River Road. Madison Jr. High on Wilkes Drive and Spring Creek Elementary on Irvington.

We see our community rapidly growing; we've seen Awbrey Park Elementary School built just to the north of us — all schools full to capacity. We see subdivisions going all around us. This all adds up to an increase in traffic — makes our school crossing on River Road more dangerous. Yes, we took an alternative three years ago — a flashing yellow light which most motorists ignore. Also, we parents have to stand this crosswalk during crossing hours, which we feel is unfair, but do so for the safety of our children.

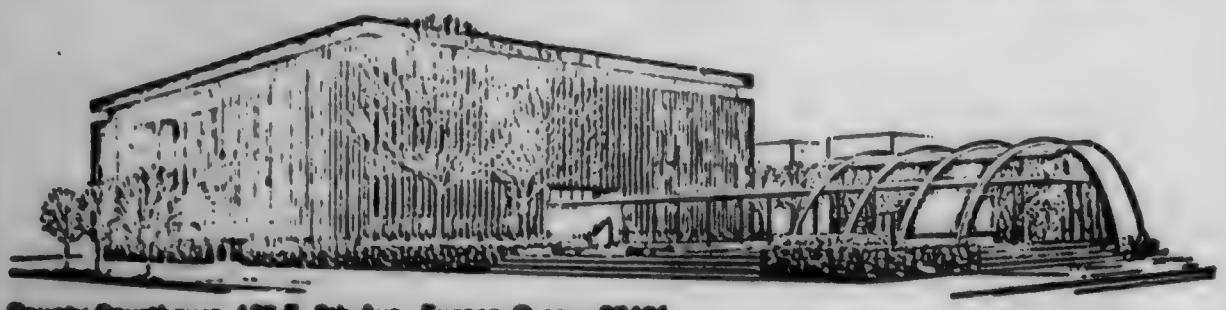
No, we've not had a fatality and do not want one. We invite you to see this dangerous intersection and write the state to make them aware and see our need for a stop-and-go light before we do add to the fatality list.

MRS. FRED BALDWIN
380 Wilkes Dr.
Eugene

LANE COUNTY
PUBLIC WORKS DEPARTMENT

AL DRIVER – DIRECTOR

1820 Roosevelt Blvd. · P.O. Box 2729 · Eugene, Oregon 97402 · Phone (503) 688-5231



County Courthouse, 125 E. 8th Ave., Eugene, Oregon 97401

DIVISIONS
ADMINISTRATION
OPERATIONS
ENGINEERING
MOTOR POOL
PARKS & REC.
SOLID WASTE

SURVEYORS
135 East Sixth Avenue
Eugene, Oregon 97401
Phone (503) 342-1311
Extension 431

October 3, 1972

Mr. Glen L. Clark
Regional Traffic Engineer
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Clark:

Reference is made to previous correspondence dated July 10, 1972 concerning the intersection of River Road (Highway 223) Wilkes Drive-Irvington Road.

In order to facilitate your analysis and final recommendation regarding the installation of traffic signals, we are enclosing a 1"=20' print of the subject intersection.

Will you advise us if and when the State could participate in the proposed project in order that we might include this information in our planning schedule.

Thank you for your cooperation in this matter.

Very truly yours,

Al Driver, Director
Department of Public Works

By Dudley Hemphill
Dudley Hemphill
Traffic Engineer

NOTED
G. L. C.
10/6/72

blr
enc.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
September 29, 1972

SUBJECT: School Crossings
River Road

To:
J. H. Versteeg
Regional Engineer
ROSEBURG

Attached is petition from the Spring Creek School PTA and a letter from Awbrey Park School Principal both relating their concern for the safety of their students crossing River Road north of Santa Clara.

I have acknowledged both stating that our Traffic Engineering Section would review the situation for possible solutions, therefore, please consider this as a request to have Mr. Clark review the traffic in this area and see if there is anything we can do to help.

I believe that traffic signals have been requested at Wilkes Drive before and we installed a pedestrian x-ing sign instead. Since school started, we have received several calls from mothers and now the PTA petition and I think they are ready to carry this as high as possible.

William Anhorn
District Engineer

WA:em

Attachments

ROSEBURG DIVISION
RECEIVED
OCT - 2 1972
Assign _____ For _____
Reply _____ Action _____

Thru Clark

OREGON STATE
HIGHWAY DIVISION
P. O. Box 1269
Eugene, Oregon 97401

September 29, 1972

Mrs. Fred B. Baldwin
380 Wilkes Dr.
Eugene, Oregon 97402

Dear Mrs. Baldwin:

This will acknowledge the petition submitted September 27 requesting the installation of traffic signals at the intersection of Wilkes Dr. and River Road.

I have forwarded your petition on to our Traffic Engineering Section for their consideration and will be in contact with you again when a decision has been reached.

Your interest in this matter is appreciated.

Very truly yours,

ORIGINAL SIGNED BY WILLIAM ANHORN

William Anhorn
District Engineer

WA:em

bc: J. H. Versteeg

Sept. 27, 1972

TO WHOM IT MAY CONCERN: Oregon State Highway Dept.

We, the concerned residents of the Santa Clara area, have long been concerned about school children who must make the dangerous crossing of River Road where it intersects with Wilkes Drive and Irvington Drive. The situation has become even more intolerable because of (1) the high speed of traffic on River Road despite limits during crossing hours, (2) the increased use of the intersection because of improvements and relocation of Wilkes Drive, and (3) the increase in students using the crossing to more than 100 twice daily from Madison Junior High School and Spring Creek Elementary School. Because of the danger--and there have, in the first week of school, been several youngsters almost struck by automobiles--the only answer is the installation of stop-and-go traffic lights. It must be done before an already horrendous traffic toll adds the name of a child who feels confidence in a crosswalk and warning signs.

Jessel Tompkins
Leyton E. Ellis
Earl E. Allen
399 Bluff
Mr. & Mrs. Howard D. Ruland
670 Bluff Dr.
Mr. & Mrs. Ray Van Dusen
Mrs. Lowell Davis
5413 North St Spring Creek.
Edna J. Sorgenfrei
143 Hoyt Spring Creek
Hoyle Brown
R.7 Hoyt Ave Spring Creek
Donna Robertson
115 Hoyt Ave Spring Creek
Ethel Patterson
Spring Creek
Jess Hoyt
J. Kuntzelman
209 Hoyt Spring Creek
Darlene Henderson
Spring Creek
213 Hoyt Ave
Faye Hardin
211 Hoyt Ave Spring Creek
Carol Jensen
Spring Creek
214 Hoyt Ave.
Mrs. Virginia Mitchell
Spring Creek.
204 Hoyt Ave.
Mrs Earl Chapman
3545 River Rd. Spring Creek,

Mrs Earl Chapman
Mrs J. Linnebur
C. E. Walter 35-50 River Rd
Spring Creek
Jerry Watson
J. J. Walter
Mrs H. Jensen Jr. 110 Wilkes Drive
Madison Jr. Hi.
119 Bluff Spring Creek
Donna James
150 Bluff Spring Dr.
Betty Jo Brown
Robert McClintock
200 Wilkes Dr.
Joann Sorgenfrei Spr. Creek
323 Lolo Ave Hi.
Judy Chatterton
3187 Cantrell
Angela Patterson
489 Suburban Ave.
Mr & Mrs Guy M. Dafforn
407 Suburban Avenue
Mr. & Mrs. Robert McManus
405 Suburban Ave
349 Suburban
Lieut Col Spilky
Mr and Mrs Eugene Balon
373 Suburban Ave

7902 Halsey Int.-Lane County Line Sec. 1973
of Pacific Hwy. north of Eugene
(Roadside improvement)

7902

April 9, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $9,282.89 will be made to Paul Bros., Inc. on Contract No. 7902 for work on the Halsey Interchange-Linn County Line Section of the Pacific Highway in Linn County as soon as the warrant is prepared.

The total amount paid on this contract will be $175,710.16 including the post-final payment. Of the total $3,395.49 is for force account.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

EW

cc: Paul Bros., Inc.
29 NE 148th Ave.
Portland, OR 97230

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

NOTED
FRAN NEAVOLL

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 531-629

STATE COPY

7-1-2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

1-27-76

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Linn	Oregon

DATE OF REPORT	REPORT MADE BY		PROJECT NO.
1-27-76	P.V. Riedl, Area Engr		I-5-4(74)204

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
12-31-73	6-13-75	100 %	Comp Date 12-31-73

APPROVED EXTENSIONS	LOCATION
—	Interstate 5 from Halsey Interchange to the Linn-Lane County Line

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

JAN 28 1976

Washington

HALSEY INTERCHANGE-LANE COUNTY LINE
INTERSTATE 5
Roadside Improvement

The project is located on Interstate 5 south of Albany. The northerly end of the project is at the Halsey Interchange about 18 miles south of Albany. The southerly end of the project is at the Linn-Lane County Line. The work consisted of the construction of drainage ditches, furnishing and planting trees and shrubs.

The project was set up with a completion date of December 31, 1973. The project then went on the establishment period, which was to be completed in the fall of 1974. However, as the contractor delayed the cleanup and replacement of the painting the establishment period was extended through the spring growing season of 1975. Work was then considered as satisfactorily completed on May 12, 1975.

The final contract amount was $162,300+ for an overrun of 12 percent. The ditch excavation overran the original design by approximately 70 percent. This area is very flat and water ponds adjacent to the roadway. Drainage of these areas was necessary and required more excavation than was originally anticipated. Bark mulch also overran as this item was under-designed.

H.S. COULTER NOTED

RECEIVED
JAN 29 1976
Office of
Assistant State Highway Engineer

1-29-76 cy Comt.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by P. V. RIEDL		SIGNATURE Original signed by G. K. Hossner Dist. Engineer	
TITLE P. V. Riedl, Area Engineer	DATE 1/27/76	TITLE G. K. Hossner, District Engineer	DATE 1-28-76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

CARD ALL — *To be completed by Washington Headquarters Personnel*

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) RURAL (X)
Oregon	Linn	I-5-4(74)204	

CARD A	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
		CONSTRUCTION TYPE CODES		Y003	
	20	FINAL CONSTRUCTION COST	DOL.	166,427	
	21	LENGTH OF PROJECT	MILES	12.900	

DATE STARTED: July 12, 1973

DATE COMPLETED: December 31, 1973

TOTAL NO. BRIDGES: 0

PART B *(To be completed by contractor - See instructions on reverse)* *(REMARKS: Attach plain sheet of paper)*

CARD B	30	LABOR	TOTAL MAN HOURS 5,013	GROSS EARNINGS 36,925

CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	101,277	
	9	PETROLEUM PRODUCTS	GAL.		
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THSD BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.		
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	1846	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 — 52 | 53 — 61 | 62 — 70

CULVERT ITEMS

CARD H	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 (REV. 10-72) PREVIOUS EDITIONS ARE OBSOLETE

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 937-978

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 14, 1976

FROM: Merlyn A. Anderson
Acting Landscape Engineer

TO: Dick Nelson
Resident Engineer

SUBJECT: Halsey-Lane County Line
Pacific Highway
Contract No. 7902
Herbicide Spray and Weeding

Here are some rough figures that may be of some help to you in estimating herbicide spray work.

Materials - Cost and application rates.

A. Curb: $6.50 a pound would be a realistic figure for contractor's cost. Normal application rate would be four (4) pounds per acre. There was approximately twenty-two (22) acres of planting area on the project.

B. Paraqdat: Retail cost is $39.95 per gallon. Application rate of one to two quarts per acre. Paraqdat is considerably more toxic than most herbicides and would require a person knowledgeable with the product to apply it.

Weeding

We require maintenance of shrub beds during the entire establishment period. At the end of the establishment period the plant beds are to be free of weeds. We do not tell the contractor how to get rid of the weeds. This is his choice. If maintenance of the plant beds was delayed due to extra work required, I feel the contractor should have mentioned this to you at the time of the delay since he was still responsible for the beds. Possibly something could have been done at that time before the weeds got out of hand.

MAA:jh

1 Versteeg ✓
Olson
Terpin
Scott
Swenson
Anderson
Trout

RECEIVED
JAN 16 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

7902

R

July 1, 1975

United Pacific Insurance Co.
Fidelity & Surety Department
PO Box 1216
Tacoma, WA 98401

Gentlemen:

On June 18, 1975, we wrote to you concerning release of final payment on Contract No. 7902 awarded to Paul Bros., Inc., for work on Halsey Interchange-Linn County Line of the Pacific Highway in Linn County.

Final payment on this contract is $15,637.59 and the total contract amount is $166,427.27 including $3,393.49 for work performed under force account.

Very truly yours,

C. W. Head
CONSTRUCTION SERVICES

cc Paul Bros. Inc.
19 NE 148th Avenue
Portland, OR 97230
bc C. T. Kassey
Walt Hart
V. E. Skoog, att. Dick Hacek
C. O. Fredrickson
fkn/hb

7902 R

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: HALSEY INTCH-LANE CO. LINE		WEEK ENDING: June 14, 1975
		SECTION PREFIX: 622-1049
HIGHWAY: Pacific		COUNTY: Linn
NAME OF JOB: Halsey Interchange-Lane County Line	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Paul Bros., Inc.	CONTRACT NUMBER: 7902	FEDERAL AID PROJECT NUMBER: I-5-4(74)204
DATE OF CONTRACT: June 1, 1973	DATE WORK STARTED: July 12, 1973	ESTIMATED COMPLETION DATE: December 31, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $183,907.07	SPECIFIED COMPLETION DATE: December 31, 1973	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $169,444.33	ENGINEERING AUTHORIZATION: $14,582.94	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $169,444	ENGINEERING COST TO DATE: $17,600	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 121 %	DATE PROJECT WAS COMPLETED: December 31, 1973 Establishment period complted May 12, 1975.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Seed & Mulch	Trees/Shrubs
	100					100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	12.90				
MILES PARTIALLY COMPLETED	12.90				
MILES COMPLETED	12.90				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	all				
TOTAL QUANTITIES CORRECTED TO DATE	all				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JUN 16 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Post Semi-Final submitted to Regional Office on June 9, 1975.

FINAL REPORT.

SIGNED Richard E. Nelson LOCATION Corvallis

Richard E. Nelson Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F218

FORM 84-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

June 13, 1975

FILE:

FROM: for C. T. Keasey
Construction Engineer

Bob Church

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 7902, Work Completed ~~May 12, 1975~~ Dec 31, 1973 per B. Church

Project Halsey Intchge.-Lane County Line

Highway Pacific County Linn

Type of Work Roadside Improvement

Contractor Paul Bros., Inc.

Recommended Acceptance Date June 13, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:ljt

cc: A. E. Johnson
H. S. Coulter
W. J. Hart
Robert Church

#1 letter written 6-18-75

APPROVED

STATE HIGHWAY ENGINEER

6-16-75

RECEIVED
STATE HWY ENGR
DATE:
JUN 16 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and Highway	Acceptance Date
S. D. Spencer & Son No. 7578	Columbia County Line-Burlington, Lower Columbia River Highway, Multnomah County	June 2, 1975
Paul Bros., Inc. No. 7902	Halsey Interchange-Lane County Line, Pacific Hwy., Linn County	June 13, 1975
Shur-Way Contractors, Inc. No. 8080	Hendricks Bridge State Wayside, Lane County	June 13, 1975
Gordon H. Ball, Inc. No. 7960	Hogan Road-Boring, FAS 129, Clackamas County	June 13, 1975
Road & Driveway Co. No. 8133	Alsea Hwy. @ Eckman Creek Rd. Alsea Highway, Lincoln County	June 13, 1975
Adhesive Engineering Company No. 7792	S.W. Corbett Ave. U-Xing Sec. Pacific Highway, Multnomah County	June 24, 1975

June 26, 1975

Administrator and State Highway Engineer

7902 - - 2

OREGON STATE HIGHWAY DIVISION

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 30, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM R D Church For
C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance
Federal Aid Project No. I-5-4(74)204

Contract 7902, Work Completed December 31, 1973

Project Halsey Intchge.-Lane Co. Line

Highway Pacific

County Linn

Establishment Period Ended May 12, 1975

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date May 12, 1975

Conditions not acceptable:

R. K. Hoosier for
G. L. Green,
Oregon Division Engineer

RECEIVED
JUN 9 1975
Office of
Assistant State Highway Engineer

RDC:ljt

cc: F. B. Klaboe
C. T. Keasey
R. D. Church

NOTED
H.S. COULTER

6-9-75

RECEIVED
STATE HWY ENGR
JUN 6'75
REFER TO
Coulter
FOR
Info | Init | R/D | D/R | Sign | Act | File

7902

FORM 81.734.3030

R

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
May 12, 1975

FILE: S.C. 8042

NOTED
H. S. COULTER

FROM: John C. Jenkins
Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT: Class "E" Asphalt Concrete,
Odell Butte-The Dalles-Calif.
Hwy., Contract No. 8042.

TO: Carl M. Williams
Regional Engineer

Copy in #8042

Considerable testing of the Class "E" asphalt concrete overlay on the Odell Butte-The Dalles-Calif. Hwy. Section of the Willamette Highway has been completed. The recent testing of the pavement constructed in late October 1974 resulted from reports of surface raveling and loss of pavement from the digging action of tire chains. Some pavement damage was also reported during snow and ice removal. Enclosed are test reports #74-25417-24, #74-25740, #75-2542, #75-3259-61, #75-4520-27, #75-5467, #75-5540-48, #75-5753-58 and #75-5804-15.

Prior to the sampling and testing of the pavement, an inspection of the surfacing was made by G. Hosner, R. Sandmann, R. Van Cleave, W. Robertson, J. Walker, G. Boyle and J. Wilson. On February 24, 1975, we observed a minor amount of surface aggregate loss, three small areas of surface serrations, a ¼ inch groove three miles in length from snow or ice removal equipment and 10 to 12 holes through the one inch overlay from tire chain "dig out". The holes from spinning chained tires were ¼ - ½ square foot in area and were found on the westerly end of the project in a three lane section, one-half mile in length, with a 5 to 6 percent grade. Also found in the same area were two sets of grooves approximately ¼ inch deep, the width of dual tires and 30 feet in length. These grooves were apparently from spinning chained tires on a truck moving up the hill with a positraction differential engaged.

On April 10, 1975, a second inspection of the overlay was made following a conversation with Bob Pool about considerable loose paving aggregate being found on the section of pavement. During the inspection several wheel track depression measurements were made with a six foot straight edge devise. The depth of depressions ranged from 1/16 to 1/8 inch with a maximum depth of 3/8 inch found at westbound M.P. 81.7. As a comparison, we measured depressions in several areas on the Halsey Int.-Lane County Line Section of I-5 and found a consistent ¼ inch depth for the nearly two year old pavement. Although we found that no further pavement damage had occurred on the west end of the project from snow removal equipment or digging chained tires, we feel that the rate of surface erosion as observed and indicated by the wheel track depression measurements is more than expected.

5-14 Cy to Jim Wilson — Seems like good report and recommendations —

RECEIVED
MAY 14 1975

It was first thought that the surface aggregate loss and tendency towards tire chain damage might be the result of inadequate mix asphalt-aggregate adhesion or an asphalt stripping problem. This mix deficiency was indicated by our construction mix design testing and was corrected by the addition of portland cement in the "C" mix leveling coarse and the specified addition to the "E" mix. In order to be certain that the one percent portland cement, which was added at the paving plant hot stone elevator was actually contained in the pavement and not lost in the dust collection system, pavement cores and collector residue samples were obtained and tested for percent portland cement. Test reports #74-25417-24 and #74-25740 show that the cement content of the mix ranges from 0.37 to 1.05 percent for the 1.0 percent addition and 0.0 percent for the 1900 foot experimental section @ M.P. 80.1 to 80.5 eastbound without portland cement. The tests made on the two samples of collector residue show 3.8 and 4.4 percent portland cement which accounts for the areas with low cement content. Although the amount of portland cement contained in some areas of the pavement is less than the specified one percent, test report #75-4520 indicates that a satisfactory level of strength is obtained at the minimum 0.37 percent cement to provide sufficient asphalt-aggregate adhesion.

Another possible explanation for the loss of pavement surface material is the high abrasion loss of the aggregate indicated by two source qualification test samples. In order to check the extent of the aggregate deficiency, produced aggregate sample test results were reviewed and additional samples tested to determine quality of the material. Produced aggregate test results all indicate an abrasion loss well within the specified 30 percent maximum. Also, test results for samples #75-2542 and #75-3259-61 show 19.53% and 20.03% loss with degradation, liquid limit and plasticity index values indicating a durable material. It appears that aggregate quality is not a factor.

Since insufficient comoaction of a pavement will result in inadequate stability and cohesion, cores were obtained and tested for percent compaction and void content. The test results indicate that the void content of the mix at 100 percent compaction is near the design of 3.8 percent and the average percent compaction is 84.6 percent. Since we do not specify a minimum percent relative compaction for class "E" open graded friction coarse and do not have test results for a comparison, we obtained cores from two friction coarse pavements constructed in 1974 and one from 1967. Average percent relative compaction values are 91.7% for the Hess Creek-Chahalem Creek (Newberg) project, 88.7% for the Rice Hill-N. Oakland Jct. project and 94.1% for the 1967 Polk Station-Dallas project. It appears that the low percent compaction and resulting high void content of the pavement is the major reason for the surface erosion and damage of the pavement. Factors which resulted in this condition are mix temperature at laydown below the specified 60° F minimum, existing pavement temperatures at laydown below the required 60° F minimum, insufficient rolling to consolidate the one inch overlay and insufficient consolidation of the overlay from not using the paving machine screed vibrators.

copy in # 7991
copy in # 7984

Another factor which contributed to the problem is the slow set nature of the Golden Bear brand asphalt used in the paving. The slow set asphalt along with the late in the year paving without a period of warm weather to set or cure the mix resulted in a pavement more subject to damage.

The following are several construction and materials specification recommendations which we feel should be applied for open graded Class "E" or Modified "C" mixtures.

1. Paving machine screed vibrators should be used to obtain sufficient consolidation of surface aggregates and reduce the potential for ravelling or surface erosion. It should be remembered that our one inch and one and one-half inch pavement thickness must have surface consolidation and is not like the one-half inch, one rock deep, pavement being used by others for friction coarse surfacing.

2. The use of a pick up machine should not be allowed particularly when pavement or air temperature is near or below the specified 60° F minimum. Mix temperature drop is excessive during windrowing and pick up to retain sufficient temperature for proper consolidation.

3. It is recommended that a 90% minimum percent relative compaction be specified for all future paving with Class "E" or modified Class "C" mix.

4. We recommend that the ½"-0 Modified Class "C" mix be used rather than the 3/8"-0 Class "E" for pavements constructed in snow zone areas. The larger aggregate size will provide more surface area for better surface aggregate bond and reduce the potential of surface ravelling and tire chain damage. Enclosed is the Modified Class "C" mix design report #75-5467 for paving on the Fort Klamath-Lobert Jct. project.

copy in # 8041

It is our opinion that during the coming summer the kneading action of traffic with warm weather will consolidate the surface of the Willamette Highway pavement to eliminate further damage from tire chains and reduce the rate of surface erosion. However, we recommend that a 0.1 to 0.2 gallon per square yard application of an emulsified asphalt or AR1000 paving grade asphalt be applied to further reduce the loss of surface aggregate and seal the pavement to reduce the rate of asphalt aging.

cc: H. S. Coulter
E. S. Hunter
C. T. Keasey
J. H. Versteeg
E. J. Dunn
W. Robertson
R. Van Cleave

Oregon State
HIGHWAY DIVISION
Materials and Research Section
Form E-880 (6-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE/MIX BITUMINOUS MIXTURE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER: 25417

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy.
Prefix No.: 18-1159
Highway: Willamette
Contract No.: 8042
F.A. Proj. No.: ----
Contractor: Robert H. O'Hair Const. Co.
Res. Engr.: W. Robertson
County: Klamath
Submitted by: R.J. Van Cleave
Sampled by: Ken Olson
Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

FIELD CONTROL TEST NUMBER:

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores (Without Cement)

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: Sta. 310+00, 9' left

REMARKS:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☐ T-27 SIEVE ANALYSIS ☐
☑ T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1½	0	0	100
⅜	5.6	6.0	94.0
¼	28.6	34.8	65.2
4	14.9	52.3	47.7
10	25.5	79.7	20.3
40	11.8	92.4	7.6
200	5.8	96.5	3.5
P200	3.3	100	
A/C	7.0		

☐ OSHD Asphalt . . . . . 7.0 %
☐ T-27 (¼-10) P¼ . . . . . %
☐ T-11 P200 . . . . . %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIVE TESTS:
-.35 Count Content - 0.07%

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11/21/74
Date Reported: 5-12-75
Lab. Charges: $100.00

cc:
☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ Files Robert H. O'Hair

Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials and Research Section
Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE/MIX BITUMINOUS MIXTURE

Data Sheet No.: 10403
LABORATORY REPORT NUMBER
T-25418

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159
Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----
Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath
Submitted by: R.J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores (Without Cement)
INTENDED USE:
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT: Sta. 315+00, 9'left
REMARKS:

FIELD CONTROL TEST NUMBER: _____

L.L.	____%
P.I.	____%
(¼-10) P¼	____%
Fracture	____%
S.E.	____
F.F.	____
Asphalt	____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1/2	0	0	100
3/8	6.0	6.5	93.5
1/4	27.5	36.2	63.8
4	17.2	54.8	45.2
10	26.1	82.8	17.2
40	10.1	93.8	6.2
200	3.0	97.1	2.9
P200	2.7	100	
A/C	7.4		

☑ OSHD Asphalt . . . . . 7.4 %
☐ T-27 (¼-10) P¼ . . . . . ____%
☐ T-11 P200 . . . . . ____%

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE _____ COMPACT _____
COMB: ____% THIS SAMPLE ____% LAB. No. _____ = _____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. _____ Bulk _____ Absorp. _____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ _____ ¾- ⅜ _____ ⅜-4 _____ C.A. _____
4- 8 _____ 8- 16 _____ 16-30 _____
30-50 _____ 50-100 _____ Ledge Rock ____ F.A. _____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . _____ Percent Wear _____
☐ T-89 LIQUID LIMIT . . . . . _____ Field Prepared _____
☐ T-90 PLASTICITY INDEX . . . _____ Field Prepared _____
☐ OSHD SAND EQUIVALENT . . _____ Field Prepared _____
☐ T-182 ASPH. STRIP BRAND _____ Grade _____ Coated _____
ADDITIONAL TESTS:
Portland Cement Content 0.07 -.20

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ Files
X Robert H. O'Hair

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received 11/21/74
Date Reported 5-12-75
Lab. Charges $100.00

Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials and Research Section
Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE/~~ASPHALTIC~~ BITUMINOUS MIXTURE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER: T-25419

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy.
Prefix No.: 18-1159
Highway: Willamette
Contract No.: 8042
F.A. Proj. No.: ----
Contractor: Robert H. O'Hair Const. Co.
Res. Engr.: W. Robertson
County: Klamath
Submitted by: R.J. Van Cleave
Sampled by: Ken Olson
Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

FIELD CONTROL TEST NUMBER:

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores (Without Cement)
INTENDED USE:
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT: Sta. 318+00, 11' left
REMARKS:

L.L. _____ %
P.I. _____ %
(¼-10) P¼ _____ %
Fracture _____ %
S.E. _____
F.F. _____
Asphalt _____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1 1/2	0	0	100
3/8	5.6	6.1	93.9
#4	21.4	29.2	70.8
4	14.4	44.8	55.2
10	26.9	73.8	26.2
40	15.2	90.3	9.7
200	5.0	95.7	4.3
P200	4.0	100	
A/C	7.5		

☐ OSHD Asphalt . . . . . 7.5 %
☐ T-27 (¼-10) P¼ . . . . . _____ %
☐ T-11 P200 . . . . . _____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE _____ COMPACT _____
COMB: _____ % THIS SAMPLE _____ % LAB. No. _____ = _____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. _____ Bulk _____ Absorp. _____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ _____ ¾- ⅜ _____ ⅜-4 _____ C.A. _____
4- 8 _____ 8- 16 _____ 16-30 _____
30-50 _____ 50-100 _____ Ledge Rock _____ F.A. _____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . _____ Percent Wear _____
☐ T-89 LIQUID LIMIT . . . . . _____ Field Prepared _____
☐ T-90 PLASTICITY INDEX . . . _____ Field Prepared _____
☐ OSHD SAND EQUIVALENT . . _____ Field Prepared _____
☐ T-182 ASPH. STRIP BRAND _____ Grade _____ Coated _____
ADDITIONAL TESTS:
Portland cement content -

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ Files
X Robert H. O'Hair

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11/21/74
Date Reported: 5-12-75
Lab. Charges: $100.00

Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER
T-25420

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy.
Prefix No.: 18-1159
Highway: Willamette
Contract No.: 8042
F.A. Proj. No.: ----
Contractor: Robert H. O'Hair Const. Co.
Res. Engr.: W. Robertson
County: Klamath
Submitted by: R.J. Van Cleave
Sampled by: Ken Olson
Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores (With Cement)
INTENDED USE:
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT: Sta 158+50, 20' right
REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
3/4	0	0	100
1/2	1.7	1.8	98.2
3/8	9.0	11.5	88.5
1/4	21.7	35.0	65.0
4	9.9	45.6	54.4
10	28.1	75.9	24.1
40	13.2	90.0	10.0
200	4.5	95.0	5.0
P200	4.6	100	
A/C	7.3		

☑ OSHD Asphalt . . . . . 7.3 %
☐ T-27 (¼-10) P¼ . . . . . ____ %
☐ T-11 P200 . . . . . ____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: P. Cement Content - 0.377 ~28

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ Files
X Robert H. O'Hair

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received 11/21/74
Date Reported 5-12-75
Lab. Charges $100.00

Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER: L25421

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159

Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----

Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath

Submitted by: R.J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores (With Cement)

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: Sta. 166+40, 6' right

REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1½	0	0	100
⅜	3.4	3.7	96.3
¼	32.3	38.6	61.4
4	15.3	55.2	44.8
10	22.0	79.0	21.0
40	11.1	91.0	9.0
200	3.7	95.0	5.0
P200	4.6	100	
A/C	7.6		

☑ OSHD Asphalt . . . . . 7.6 %
☐ T-27 (¼-10) P¼ . . . . . ____ %
☐ T-11 P200 . . . . . ____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: P. Cement Content - 1.03%
-.42

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ Files

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11/21/74
Date Reported: 5-12-75
Lab. Charges: $100.00

Laboratory Supervisor

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER: T 25422

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159

Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----

Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath

Submitted by: R.J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/74

Sample No.	Quantity Represented

Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores (With Cement)

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: Sta. 177+75, 18' right

REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1/2	0	0	100
3/8	3.3	3.6	96.4
1/4	29.5	33.5	64.5
4	14.1	50.7	49.3
10	25.7	78.5	21.5
40	11.3	90.7	9.3
200	3.4	94.4	5.6
P200	5.2	100	
A/C	7.5		

☐ OSHD Asphalt . . . . . 7.5 %
☐ T-27 (¼-10) P¼ . . . . . ____ %
☐ T-11 P200 . . . . . ____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: P. Cement Content - 1.05% -.31

cc:
☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ Files
X Robert H. O'Hair

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11/21/74
Date Reported: 5-12-75
Lab. Charges: $ 100.00

Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER
T-25423

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy.
Prefix No.: 18-1159
Highway: Willamette
Contract No.: 8042
F.A. Proj. No.: ----
Contractor: Robert H. O'Hair Const. Co.
Res. Engr.: W. Robertson
County: Klamath
Submitted by: R.J. Van Cleave
Sampled by: Ken Olson
Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample:
A		Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: One Sack of Soil
INTENDED USE:
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT:
REMARKS: Dry, Tan, Unconsolidated

FIELD CONTROL TEST NUMBER:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☐ T-27 SIEVE ANALYSIS
☐ T-30 SIEVE ANALYSIS

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
¼	0	0	100
4	1	1	99
8	3	4	96
16	1	5	95
30	2	7	93
50	2	9	91
100	2	11	89
200	6.3	17.3	82.7
P200	82.7	100	

☐ OSHD Asphalt . . . . . ____%
☐ T-27 (¼-10) P¼ . . . . . ____%
☐ T-11 P200 . . . . . 82.7%

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: P. Content (Wet Test 7.9%

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11/21/74
Date Reported: 5-12-75
Lab. Charges: $ 94.00

Engineer of Materials

cc:
☐ FHWA
X☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X☐ Region Engineer Williams
2X☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X☐ Geologist R. J. Van Cleave
3 X☐ Files
X Robert H. O'Hair

Oregon State
HIGHWAY DIVISION
Materials and Research Section

orm E-860 (4-73)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE ~~AND BITUMINOUS MIXTURE~~

Data Sheet No.: 10403

LABORATORY REPORT NUMBER: T 25424

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy.
Prefix No.: 18-1159
Highway: Willamette
Contract No.: 8042
F.A. Proj. No.: ----
Contractor: Robert H. O'Hair Const. Co.
Res. Engr.: W. Robertson
County: Klamath
Submitted by: R.J. Van Cleave
Sampled by: Ken Olson
Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐
B		

AGGREGATE/MIX—SIZE, TYPE: One Sack of Soil
INTENDED USE:
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT:
REMARKS: Brown, Wet, Hard.

FIELD CONTROL TEST NUMBER:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
3/8	0	0	100
1/4	1	1	[illegible]
4	2	3	85
8	2	5	76
16	3	7	[illegible]
30	2	9	91
50	2	11	89
100	3	14	86
200	9.7	23.7	76.3
PAN	76.3	100	

☐ OSHD Asphalt . . . . . ____%
☐ T-27 (¼-10) P¼ . . . . . ____%
☐ T-11 P200 . . . . . 76.3%

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: P. Cement Content 3.8%

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11/21/74
Date Reported: 5-12-75
Lab. Charges: $ 9.00

Engineer of Materials

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geology and Soils
3X ☐ Files
X ☐ R. J. Van Cleave
X ☐ Robert H. O'Hair

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-800 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE/ASPHALT BITUMINOUS MIXTURE

Data Sheet No.: B34126

LABORATORY REPORT NUMBER: 11-25740

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project:	Odell Butte--The Dalles-Calif. Hwy.		Prefix No.: 18-1159
Highway:	Willamette	Contract No.: 8042	F.A. Proj. No.:
Contractor:	Robert H. O'Hair & O'Hair Const. Co.	Res. Engr.: Robertson	County: Klamath
Submitted by:	W. W. Robertson	Sampled by: Martin Anderson	Date Sampled: 10-30-74

Sample No.	Quantity Represented	Purpose of Sample:
3		Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: Witco AR-4000 w/1 part per 5 million silicone

INTENDED USE: Class "E" A/C, Top

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: Plant

REMARKS: 1% Cement in Mixture

FIELD CONTROL TEST NUMBER:

L.L. _____ %
P.I. _____ %
(¼-10) P¼ _____ %
Fracture _____ %
S.E. _____
F.F. _____
Asphalt _____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1/2	0	0	100
3/8	1.2	1.3	98.7
1/4	25.5	28.7	71.3
4	13.4	43.2	56.8
10	25.5	70.6	29.4
40	16.3	88.2	11.8
200	5.4	94.0	6.0
P200	5.6	100	
A/C	7.1		

☐ OSHD Asphalt . . . . . 7.1 %
☐ T-27 (¼-10) P¼ . . . . . _____ %
☐ T-11 P200 . . . . . _____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE _____ COMPACT _____
COMB: _____ % THIS SAMPLE _____ % LAB. No. _____ = _____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. _____ Bulk _____ Absorp. _____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ _____ ¾- ⅜ _____ ⅜-4 _____ C.A. _____
4- 8 _____ 8- 16 _____ 16-30 _____
30-50 _____ 50-100 _____ Ledge Rock _____ F.A. _____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . _____ Percent Wear _____
☐ T-89 LIQUID LIMIT . . . . . _____ Field Prepared _____
☐ T-90 PLASTICITY INDEX . . . _____ Field Prepared _____
☐ OSHD SAND EQUIVALENT . . _____ Field Prepared _____
☐ T-182 ASPH. STRIP BRAND _____ Grade _____ Coated _____
ADDITIONAL TESTS:
Portland Cement [illegible] 5.51%

cc: ☐ FHWA
X☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X☐ Region Engineer Williams
X☐ Resident Engineer Robertson - Dunn
☐ District Engineer
☐ Geology and Soils
3X☐ Files
X R. J. Van Cleave
X Robert H. O'Hair

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11-12-74
Date Reported: 5-12-75
Lab. Charges: $ 20.00

[signature]
Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials and Research Section
Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURES

Data Sheet No.: 9773

LABORATORY REPORT NUMBER 75 2542

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy.
Highway: Willamette
Contractor: Robert H. O'Hair Const. Co.
Submitted by: W.W. Robertson
Sampled by: E.J. Dunn
Contract No.: 8042
Res. Engr.: W.W. Robertson
Prefix No.: 18-1159
F.A. Proj. No.: ----
County: Klamath
Date Sampled: 2/12/75

Sample No.	Quantity Represented

Purpose of Sample: Record ☐ Check ☒ Qualifying ☐

FIELD CONTROL TEST NUMBER:

AGGREGATE/MIX—SIZE, TYPE: 3/8" - 0 Crushed Rock
INTENDED USE: Class "E" A/C
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #18-60-4
SAMPLED AT: Stockpile at source
REMARKS:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☑ T-27 SIEVE ANALYSIS ☑
☐ T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
3/4	0	0	100
1/2	1	1	99 ✓
3/8	6	7	93
1/4	27	34	66
4	18	52	48
10	25	77	23 ✓
40	15	92	8
200	7.0	96.0	1.0
P200	4.0	100	

☐ OSHD Asphalt ____ %
☑ T-27 (¼-10) P¼ 7.3 %
☑ T-11 P200 4.0 %

☑ OSHD MIX DESIGN: PCC ☐ A/C ☑ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☑ OSHD FRACTURE % 95+
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☑ T-85 Sp. Gravity, Appar. 2.69 Bulk 2.49 Absorp. 3.05
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☑ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 1/4-0 Ht. 0.3 in. P20 7.4 % Referee Ht. ____ in. P20 ____
☑ T-96 ABRASION GRADING C @ 100 4.20 Percent Wear 19.53
☑ T-89 LIQUID LIMIT . . . NP-NON-DET Field Prepared ____
☑ T-90 PLASTICITY INDEX . . . NP Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
☐ Geology and Soils
3X ☐ Files
X R. J. Van Cleave
X Robert H. O'Hair

Material represented by this sample Does ☐ Does not ☑ comply with specifications.
Deficient P¼, Flaky P#10

Date Received 2/19/75
Date Reported 5-12-75
Lab. Charges $ 64.00

Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-800 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURE

Data Sheet No.: 724
LABORATORY REPORT NUMBER
75- 3259

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Fort Klamath - Lobert Jct. Section
Prefix No.: 18-1158
Highway: Crater Lake
Contract No.: 8041
F.A. Proj. No.: ---
Contractor: Robert O'Hair Co.
Res. Engr.: E.J. Dunn
County: Klamath
Submitted by: E.J. Dunn
Sampled by: E.J. Dunn
Date Sampled: 3/6/75

Sample No.	Quantity Represented	Purpose of Sample:
15	10,000 Tons	Record ☐ Check ☒ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 1/2" - 1/4" Cr. Rk.
INTENDED USE: Class "C" A/C Pavement
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #18-60-4.
SAMPLED AT: Stockpiles
REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☒ T-27 SIEVE ANALYSIS
☐ T-30 SIEVE ANALYSIS

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
3/4	0	0	100
1/2	7	7	93
3/8	28	35	65
1/4	53	88	12
4	6	94	6
Pan	6	100	
200			1.4

☐ OSHD Asphalt . . . . . %
☐ T-27 (¼-10) P¼ . . . . . %
☒ T-11 P200 . . . . . 1.5 %

☒ OSHD MIX DESIGN: PCC ☐ A/C ☒ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☒ T-19 UNIT WT lb/ft³ LOOSE 80.8 COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☒ OSHD SPECIFIC GRAVITY (Le Chatelier) 2.67
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☒ OSHD DEGRAD Ht. 0.3 in. P20 13.4 % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☒ T-96 ABRASION GRADING C @ 100 4.46 Percent Wear 20.03
☐ T-89 LIQUID LIMIT . . . . . Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . Field Prepared ____
☐ OSHD SAND EQUIVALENT . . Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

cc: ☐ FHWA
☒ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☒ Region Engineer Williams
2☒ Resident Engineer E. J. Dunn - Robertson
☐ District Engineer
☐ Geology and Soils
3☒ Files
☒ R. J. Van Cleave
☒ Robert H. O'Hair

SP*84722-72

Material represented by this sample comply with specifications. Does ☐ Does not ☐ N/A

Material Submitted for material C mix design which will be used after ... approved.

Date Received 3/10/75
Date Reported 5-12-75
Lab. Charges $ 54.00

Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-800 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURE

Data Sheet No.: 724

LABORATORY REPORT NUMBER
75- 3260

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Fort Klamath - Lobert Jct. Section
Prefix No.: 18-1158
Highway: Crater Lake
Contract No.: 8041
F.A. Proj. No.: ---
Contractor: Robert O'Hair Co.
Res. Engr.: E.J. Dunn
County: Klamath
Submitted by: E.J. Dunn
Sampled by: E.J. Dunn
Date Sampled: 3/6/75

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☒ Qualifying ☐
15	10,000 Tons	

FIELD CONTROL TEST NUMBER:

AGGREGATE/MIX—SIZE, TYPE: 1/4"-0 Cr. Rk.
INTENDED USE: Class "C" A/C Pavement
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #18-60-4.
SAMPLED AT: Stockpiles
REMARKS:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☒ T-27 SIEVE ANALYSIS
☐ T-30 SIEVE ANALYSIS

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
3/8	0	0	100
1/4	3	3	97
4	7	10	90
10	23	33	67
40	36	69	31
200	22	91.2	8.8
P200	7.8	100	

☐ OSHD Asphalt . . . . . ____ %
☐ T-27 (¼-10) P¼ . . . . . 12.3 %
☒ T-11 P200 . . . . . 10.0 %

☒ OSHD MIX DESIGN: PCC ☐ A/C ☒ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☒ T-19 UNIT WT lb/ft³ LOOSE 92.8 COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☒ OSHD SPECIFIC GRAVITY (Le Chatelier) 2.70
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . . ____ Percent Wear ____
☒ T-89 LIQUID LIMIT NP. Non Det ____ Field Prepared ____
☒ T-90 PLASTICITY INDEX . . . NP ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample Does ☐ Does not ☐ comply with specifications. N/T

material submitted for modified C" Class Mix Design which is not to be used when complete.

Date Received 3/10/75
Date Reported 5-12-75
Lab. Charges $ 29.00

Engineer of Materials

cc: ☐ FHWA
☒ ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☒ ☐ Region Engineer Williams
☒ ☐ Resident Engineer E. J. Dunn -Robertson
☐ District Engineer
☐ Geology and Soils
☒ ☐ Files
SP-☒ ☐ R. J. Van Cleave
Robert O'Hair

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURE

Data Sheet No.: 724

LABORATORY REPORT NUMBER
75- 3261

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Fort Klamath - Lobert Jct. Section
Highway: Crater Lake
Contractor: Robert O'Hair Co.
Submitted by: E.J. Dunn

Contract No.: 8041
Res. Engr.: E.J. Dunn
Sampled by: E.J. Dunn

Prefix No.: 18-1158
F.A. Proj. No.: ---
County: Klamath
Date Sampled: 3/6/75

Sample No.	Quantity Represented	Purpose of Sample:
15	10,000 Tons	Record ☐ Check ☒ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 3/8"-0 Cr. Rk.
INTENDED USE: Class "C" A/C Pavement
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #18-60-4.
SAMPLED AT: Stockpiles
REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☑ T-27 SIEVE ANALYSIS
☐ T-30 SIEVE ANALYSIS

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1/2	0	0	100
3/8	5	5	95
#4	24	29	71
#8	14	43	57
#10	57	70	30
#40	18	88	12
#200	7.2	95.2	4.8
P#200	4.8	100	

☐ OSHD Asphalt . . . . . %
☐ T-27 (¼-10) P¼ . . . . . %
☑ T-11 P200 . . . . . 5.1 %

☑ OSHD MIX DESIGN: PCC ☐ A/C ☑ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☑ T-19 UNIT WT lb/ft³ LOOSE 95.0 COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☑ OSHD SPECIFIC GRAVITY (Le Chatelier) 2.68
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . . ____ Percent Wear ____
☑ T-89 LIQUID LIMIT . NP. Non Plast ____ Field Prepared ____
☑ T-90 PLASTICITY INDEX . . . NP ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample comply with specifications. Does ☐ Does not ☐ N/A

MATERIAL SUBMITTED FOR MODIFIED "C" PIT IN DEPTH WHICH WILL BE CONSIDERED REPRESENTATIVE.

Date Received 3/10/75
Date Reported 5-12-75
Lab. Charges $ 79.00

Engineer of Materials

cc: ☐ FHWA
☒ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☒ Region Engineer Williams
2☒ Resident Engineer Dunn-Robertson
☐ District Engineer
☐ Geology and Soils
3☒ Files
☒ R. J. Van Cleave
☒ Robert O'Hair

SP-8423-75

Form 81-734-3060

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

AASHTO - T-165

Project: Odell Butte-The Dalles-Calif. Hwy.
Highway: Willamette
Contractor: Robert H. O'Hair & O'Hair Const. Co. No. 8042
Submitted by: W. Robertson
Source of Material: #18-60-4
Sampled or inspected at: To be used: Class "E" A/C
Sampled or inspected by: E. J. Dunn Quantity represented:

Laboratory No. 75-4520
Data Sheet No. A9773
Prefix 18-1159
Laboratory charge $320
Date received Feb. 19, 1975
Date reported May 12, 1975

Effect of water on cohesion of compacted bituminous mixtures - T-165:
Gradation of specimens is that for Design #74-22680.

Asphalt content (%) Golden Bear AR4000	-	5.5	-	6.5	-	7.5
(%) Portland cement	-	0	-	0	-	0
Unconfined comp. strength (wet psi)	-	*	-	*	-	*
Index of retained strength (%)	-	0	-	0	-	0
Bulk specific gravity	-	2.14	-	2.17	-	2.19

* Samples slumped in water bath.

Asphalt content (%) Golden Bear AR4000	-	5.5	-	6.5	-	7.5
(%) Portland cement	-	1.0	-	1.0	-	1.0
Unconfined comp. strength (wet psi)	-	259	-	264	-	243
Index of retained strength (%)	-	85	-	100	-	100+
Bulk specific gravity	-	2.16	-	2.18	-	2.19

Asphalt content (%) Golden Bear AR4000	-	5.5	-	6.5	-	7.5
(%) Portland cement	-	2.0	-	2.0	-	2.0
Unconfined comp. strength (wet psi)	-	264	-	269	-	286
Index of retained strength (%)	-	100+	-	100+	-	100+
Bulk specific gravity	-	2.16	-	2.17	-	2.20

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ ☐ Maintenance Engineer
- ☐ ☐ Bridge Engineer
- X ☐ Region Engineer
- 2 X ☐ Resident Engineer — Williams, Robertson - Dunn
- ☐ ☐ District Engineer
- ☐ ☐ Materials, Portland
- 3 X ☐ Files
- X R. J. Van Cleave
- X Robert H. O'Hair

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Form 81-734-3069

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

AASHTO T-165

Laboratory No. 75-4520
Data Sheet No. A 9773
Prefix 18-1159

Project Odell Butte - The Dalles-Calif. Hwy.
Highway
Contractor No. 8042
Submitted by
Source of Material
Sampled or inspected at
Sampled or inspected by

Laboratory charge
Date received
Date reported
To be used
Quantity represented

Effect of water on cohesion of compacted bituminous mixtures:

Gradation from Mix Design #74-22680.

Asphalt content (%) Golden Bear AR4000	-	5.5	-	6.5	- 7.5
(%) Portland cement	-	0.4	-	0.4	- 0.4
Unconfined comp. strength (wet psi)	-	205	-	219	- 220
Index of retained strength (%)	-	79	-	86	- 98
Bulk specific gravity	-	2.17	-	2.18	- 2.21

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- ☐ Files

SP-76888-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Form 81-734-2060

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 75-4521 - 27
Data Sheet No. A10420
Prefix 18-1159
Laboratory charge $140

CLASS "E" A/C CORES

Project: Odell Butte-The Dalles-Calif. Hwy.
Highway: Willamette
Contractor: Robert H. O'Hair & O'Hair Const. Co. No. 8042
Submitted by: R. J. Van Cleave
Source of Material: #18-60-4
Sampled or inspected at:
Sampled or inspected by: R. W. Olson

Date received: Feb. 10, 1975
Date reported: May 12, 1975
To be used: Class "E" A/C
Quantity represented:

Lab No.	75-4521	75-4522	75-4523	75-4524	75-4525	75-4526	75-4527
Sample No.	1	2	3	4	5	6 *	7
Location (Mile Post)	85.0 WB	84.5 WB	84.0 WB	83.4 WB	80.1 WB	80.4 EB	82.0 EB
Thickness	1.3"	2.0"	1.9"	1.4"	2.1"	1.6"	1.6"
Bulk Sp. Gr. (In place)	1.76	1.94	1.93	1.88	1.89	1.90	1.95
" " "(Recompacted)	2.29	2.30	2.32	2.33	2.30	2.33	2.32
% Relative Compaction	76.9	84.3	83.2	80.7	82.2	81.5	84.1
(Rice) Real gravity	2.34	2.38	2.38	2.36	2.37	2.35	2.37
% Voids @ Recompaction	2.1	3.4	2.5	1.3	2.9	0.8	2.1

* No cement added to this portion of pavement.

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer — Williams
- 2X ☐ Resident Engineer — Robertson - Dunn
- ☐ District Engineer
- ☐ Materials, Portland
- X ☐ Files
- X R. J. Van Cleave
- X Robert H. O'Hair

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

[signature]

OREGON STATE HIGHWAY DIVISION
Materials Section

PRELIMINARY BITUMINOUS MIXTURE DESIGN
Investigation

Laboratory No. 75 5467
Data Sheet No. 724
Prefix 18-1158
Amount Charge 160 —
Date Received 3/10/75
Date Reported May 12, 1975
Mix Type-Class Modified "C" A/C

Project Fort Klamath-Lakeview Jct.
Contractor: Prime Robert O'Hair Const. Co. Contract No. 8041 Fed. Aid No. State
Paving O'Hair Const. Co.
Engineer: Region C. Williams Resident E. J. Dunn
Aggregate: Source #18-60-4 Type Quarry
Asphalt: Brand Witco (GoldenBear) Grade AR4000

MIX DESIGN PROPORTIONS:

Agg. Size	4 Spec. Mod. C A/C			Comb. Agg. Dry Sieve[1]	Comb. Agg. Washed by [redacted]	RECOMMENDED MIX PROPORTIONS Wearing Surface[2]	Base Course[2]	Shoulder Course[2]	P.M.B.B. Course
% Comb.									
1									
3/4	100			100.0	100.0	100.0			
1/2	97			97.0	97.0	97.0			
3/8				90.6	90.6	90.6			
1/4	62			62.0	62.0	62.0			
4				42.3	42.3	42.3			
10	15			15.0	15.0	15.0			
40				6.3	6.6	6.6			
200 *	4		*	4.0	4.1	4.0			
P200			T-30	(P200)	4.6				
No. Ave.									
Asphalt Content Including		0.0		% Retention		8.0			

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix Type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.29			
Mix Design % Voids @ 100% Compaction	3.8			

MIX DESIGN TEST DATA: Temperature of Mixture [redacted] @ compaction 260°F.

Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Witco AC4000	7.0	7.5	8.0	8.5	9.0
Asphalt Film Thickness	Suff.	Suff-Th.	Thick	Thick	Very Th.
Stability Value @ 1st Compaction	29	33	32	30	29
Cohesion Value @ 1st Compaction	235	306	314	274	230
Bulk Sp. Gravity @ 1st Compaction	2.18	2.19	2.20	2.21	2.22
Percent Voids @ 1st Compaction	9.9	8.6	7.6	6.4	5.1
Stability Value @ 2nd Compaction	31	38	36	35	27
Bulk Sp. Gravity @ 2nd Compaction	2.27	2.29	2.29	2.29	2.29
Percent Voids @ 2nd Compaction	6.2	5.0	3.8	3.0	2.1
Real Gravity @ 0% Voids Rice Method	2.42	2.40	2.38	2.36	2.34

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) Witco AC4000	7.0	8.0	9.0
Index of Ret. Str. (%)	100+	100+	100+

[1] Test Gradation calculated from aggregate production averages.
[2] Design Gradation provides full job mix tolerance within broad bond grading limits (section 403.11).

* includes 1% Portland Cement.

FWHA
X Construction
Maintenance
X Regional Engineer Williams
Regional Maint. Eng.
2X Resident Engineer E. J. Dunn (Robertson)
Soils & Geology
X Regional Geologist R. J. Van Cleave
3X Files
X Robert H. O'Hair

Engineer of Materials and Research

Form 81-734-3080

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 75-5540 - 43

CLASS "E" A/C CORES

Copy in 7042

Data Sheet No. None

Project Polk Station - Dallas #

Prefix 5801-700

Highway Basket Slough-Dallas

Laboratory charge $80.00

Contractor Constructed 1967 No.

Date received Apr. 7, 1975

Submitted by W. Fretwell

Date reported May 12, 1975

Source of Material Salem Road & Drive, Mill Cr. Pit

Sampled or inspected at To be used Class "E" A/C

Sampled or inspected by P. Hockett Quantity represented

Lab No.	75-5540	75-5541	75-5542	75-5543
Sample No.	1	4	5	8
Location	Sta. 10+00 SB	Sta. 40+00 SB	Sta. 65+00 SB	Sta. 117+00 SB
Thickness	0.8"	0.7"	0.85"	0.9"
Bulk Sp. Gr. (In place)	2.14	2.23	2.20	2.18
" " "(Recompacted)	2.28	2.37	2.36	2.29
% Relative Compaction	93.8	94.1	93.2	95.2
(Rice) Real gravity	2.47	2.39	2.42	2.44
% Voids @ Recompaction	7.7	0.8	2.5	6.1

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- 3X ☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jantzen

Form 81-734-3089

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 75-5544 - 48
Data Sheet No. None
Prefix 5801-700
Laboratory charge $100

Class "E" A/C Cores
Project Hess Cr.-Chehalem Cr. (Newberg)
Highway Pacific West
Contractor Pacific S. & G. No.
Submitted by W. Fretwell
Source of Material Pacific Sand & Gravel, Windsor Island Rd.
Sampled or inspected at
Sampled or inspected by P. Hockett

Date received Apr. 7, 1975
Date reported May 12, 1975
To be used Class "E" A/C
Quantity represented

Lab No.	75-5544	75-5545	75-5546	75-5547	75-5548
Sample No.	1	4	5	7	10
Location (Station)	42 - WB	38+90 WB	29 - WB	24+70 WB	19+50 WB
Thickness	0.9"	0.8"	0.8"	1.05"	1.1"
Bulk Sp. Gr. (In place)	2.05	2.12	2.11	2.25	2.23
" " "(Recompacted)	2.29	2.35	2.37	2.36	2.36
% Relative Compaction	89.5	90.2	89.0	95.3	94.5
(Rice) Real gravity	2.42	2.40	2.37	2.41	2.43
% Voids @ Recompaction	5.4	2.1	0.0	2.1	2.9

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- 3 X ☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Jack C. Jackson

Form 81-734-3060

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

CLASS "E" A/C CORES

Project: Rice Hill - N. Oakland Int.
Highway: Pacific I-5
Contractor: J. C. Compton No.:
Submitted by: E. Parker
Source of Material: Cody Long Quarry
Sampled or inspected at: To be used: Class "E" A/C
Sampled or inspected by: R. Pope Quantity represented:

Laboratory No.: 75-5753 - 57
Data Sheet No.: None
Prefix: 5801-700
Laboratory charge: $100
Date received: Apr. 8, 1975
Date reported: May 12, 1975

Lab No.	75-5753	75-5754	75-5755	75-5756	75-5757
Sample No.	141	142	143	145	147
Location (Mile Post)	141 NB	142.2 NB	143 SB	145 NB	147 SB
Thickness	1.0"	1.0"	1.1"	1.15"	1.3"
Bulk Sp. Gr. (In place)	2.23	2.18	2.22	2.22	2.19
" " "(Recompacted)	2.51	2.49	2.47	2.51	2.47
% Relative Compaction	88.8	87.6	89.9	88.4	88.7
(Rice) Real gravity	2.62	2.60	2.61	2.61	2.60
% Voids @ Recompaction	4.2	4.2	5.4	3.8	5.0

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- 3X ☐ Files

AP*7666-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Walter J. Johnson

Form 81-734-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Class "E" A/C Cores

Project: Odell Butte - The Dalles-Calif. Hwy.
Highway: Willamette
Contractor: Robert H. O'Hair & O'Hair Const. Co. No. 8042
Submitted by: R. J. Van Cleave
Source of Material: #18-60-4
Sampled or inspected at:
Sampled or inspected by: R. W. Olson

Laboratory No.: 75-5804 - 09
Data Sheet No.: None
Prefix: 18-1159
Laboratory charge: $226.00
Date received: Apr. 22, 1975
Date reported: May 12, 1975
To be used: Class "E" A/C
Quantity represented:

Lab No.	75-5804	75-5805	75-5806	75-5807	75-5808	75-5809
Sample No.	16	18	12	9	21	24
Location (Mile Post)	81.6 WB Shoulder	81.6 WB 9'	80.07 EB Shoulder	80.07 EB 9'	79.0 EB Shoulder	79.0 EB 8'
Thickness	1.3"	1.1"	1.5"	1.2"	1.1"	1.0"
Bulk Sp. Gr. (In place)	1.95	1.94	1.98	1.96	2.00	2.03
" " "(Recompacted)	2.30	2.27	2.31	2.29	2.31	2.32
% Relative Compaction	84.8	85.5	85.7	85.6	86.6	87.5
(Rice) Real gravity	*					
% Voids @ Recompaction						

* Samples given to Roger Olson.

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer — Williams
- 2 X ☐ Resident Engineer — Robertson - Dunn
- ☐ District Engineer
- ☐ Materials, Portland
- 3X ☐ Files
- X R. J. Van Cleave
- X Robert H. O'Hair

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Jack Jackson

Form 71-731-3069

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Class "E" A/C Cores

Project Odell Butte-The Dalles-Calif. Hwy.

Highway

Contractor No. 8042

Submitted by

Source of Material

Sampled or inspected at To be used

Sampled or inspected by Quantity represented

Laboratory No. 75-5810 - 15

Data Sheet No. None

Prefix 18-1159

Laboratory charge

Date received

Date reported

Lab No.	75-5810	75-5811	75-5812	75-5813	75-5814	75-5815
Sample No.	1	4	6	8	15	13
Location (Mile Post)	83.9 EB Shoulder	83.9 EB 9'	84.6 WB Shoulder	84.6 WB 10'	82.1 EB Shoulder	82.1 EB 9'
Thickness	1.3"	1.1"	1.2"	0.9"	1.3"	1.1"
Bulk Sp. Gr. (In place)	1.88	1.96	1.95	2.01	1.98	2.00
" " "(Recompacted)	2.25	2.24	2.29	2.25	2.30	2.27
% Relative Compaction	83.6	87.5	85.2	89.3	86.1	88.1
(Rice) Real gravity	2.37	2.35	2.35	2.35	2.39	*
% Voids @ Recompaction	5.1	4.7	2.6	4.3	3.8	

* Samples given to Roger Olson.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- ☐ Files

SP*76666-724

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

7902

May 23, 1974

TO Oregon Transportation Commission

ORIGINAL SIGNED BY
E. B. KLABOE

FROM F. B. Klaboe
Administrator and
State Highway Engineer

AGENDA
MAY 29 1974
4e-1

SUBJECT Overrun of Project Authorization
Contract No. 7902

A 9.5 percent overrun of the project authorization is apparent on the Halsey Interchange-Lane County Line roadside improvement project, Contract 7902, on Pacific Highway in Linn County. Paul Bros., Inc., is the contractor. Overruns in the contract items for ditch excavation and bark mulch are mainly responsible for the increase.

I request your approval of an increase of $15,949.77, to a new total authorization of $183,907.07 for this project. This is a Federal Interstate Project and the added cost will be participating. This will be on the agenda for the May 29 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
Vince Gallagher
C. O. Fredrickson
Gary Sund
R. E. Whipps

NOTED
C. W. HEAD

JAB:mk cm

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

May 20, 1974

FILE:

FROM: J. A. Bond
Construction Administration Engineer

SUBJECT: Halsey Intch.-Lane County Line
(Landscaping)
Contract No. 7902

TO: H. S. Coulter, Assistant
Highway Engineer

Herewith Form E-372 showing expected over-run of 9.5% on this project. This is mainly caused by accumulated over-run of two bid items, ditch excavation and bark mulch. The 2,700 cu. yd. bid item for ditch excavation has over-run 1,072 cu. yds. because some ditches had to be deeper than the one foot typical plan. Bark mulch is the second largest bid item and over-ran 169 units (at $69 per unit) in getting the specified 2" depth on the plan areas.

The original planting work was done last winter and the project is now in the establishment period so it is considered 96% complete. Rough draft letter to the Transportation Commission is attached.

JAB:mk

RECEIVED
MAY 20 1974
Office of
Assistant State Highway Engineer

7902

Form E-372 (Rev. 10-66)

8

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Halsey Interchange - Lane County Line Date April 24, 1974

Highway Pacific Contract No. 7902

County Linn Kind of Work Roadside Improvement Contractor Paul Bros., Inc.

	Authorized	Estimated
Contract Amount	145,000.00	152,164.78
Anticipated Items	2,900.00	- 132.12
Contingency (4½%)	6,652.10	7,271.47
Engineering	13,318.20	14,502.96
Credits	—	
PROJECT COST	167,957.30	183,907.07
NET INCREASE $		15,949.77

APPROVED BY OREGON TRANSPORTATION COMMISSION 5-29-74 DATE

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount	Net Change
B.I. #2 Ditch Excavation (C)	$10,260.00	+ $ 7,482.00
Contract provided for 2700 cy of exc., 4,572 cy required to construct in conformance with project plans.		
B.I. #5 Rock Mulch (C)	67,357.90	+ 11,667.90
Contract provided for 810 units, 777.1 units required to cover all areas on the project plans.		
Planting (A) None Required		
P.A. #1 Change Project Terminus (U)		- 2,400
Project shortened - some work already performed not covered by bid items.		+ 167.
P.A. #2 Changes in specifications - Plant Size		- 1,699.12
P.A. #3 Sterilize Median Shoulder Area (U)		+ 700
Project plans did not provide for 4' shoulder sterilization between edge of paved shoulder and planting beds.		

Principal reasons for overruns (Continue on reverse side): B.I. #2 Ditch Exc. - project plans quantities were computed with a ditch 1' in depth 6:1 slopes to provide adequate drainage the 1' depth was insufficient in some areas.

(over)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Richard E. Nelson Resident Engineer

Confirmed by Division Engineer

Noted by Construction or Bridge Engineer

Noted by Deputy or Assistant State Highway Engineer

SP 20700-734

7902

STATE COPY

MONTHLY TRANSACTION NUMBER: 3-39	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE: Oregon
PROJECT REPORT NUMBER: 6	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY: Linn
MODIFICATION NUMBER: 1	(PPM 21-7) 3-13-74	PROJECT NUMBER: I-5-4(74)204

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 11, 19 73, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 162,778	$ 183,158
Federal Funds	$ 150,195	$ 168,900
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of March, 19 74.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By H. R. Smith
(Division Engineer)
for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division

Federal-aid Project No.
I-5-4(74)204 Safety

HALSEY INTERCHANGE-LANE COUNTY LINE SECTION

OF THE PACIFIC HIGHWAY IN LINN COUNTY

Salem, Oregon, March 6, 1974

Revised Project Agreement Estimate.

Type Code Y003
Landscaping (Sta. 1993+50 to Sta. 2674+61.46)

Temporary Protection and Direction of Traffic	All Required		$ 2,000.00
*Ditch Excavation	4,572 cu.yd.	~~2.50~~ 4.00	18,288.00
Roadside Seeding and Mulching	14 acre	400.00	5,600.00
Furnishing and Planting Trees	290 only	20.00	5,800.00
Furnishing and Planting Shrubs	19,400 only	3.35	64,990.00
*Bark Mulch	970 unit	69.00	66,930.00
			$163,608.00
Flagging (60% of Contractor's Cost)	All Required		$ 2,400.00
Temporary Erosion Control	All Required		500.00
			$ 2,900.00
		Subtotal	$166,508.00
		10% Engineering	16,650.00
		Total	$183,158.00

*Increase in quantities

Length of Project - - - - - 0.00 mile

SUMMARY OF FUNDS

Federal Funds -	$168,900.00
State Funds -	14,258.00
Total Cost	$183,158.00

Group 1 - 100%

Contract No. 7902

Prefix: 622-1049

7902 STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
6-14		OREGON
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY
3	6-11-73	Linn
		PROJECT NO.
		I-5-4(74)204 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Halsey Interchange South 12.90 Miles.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-2-73	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 162,778	$ 150,195

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Johnston

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for Glen L. Green (Division Engineer)

Date executed by Division Engineer JUN 11 1973

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project No.
I-5-4(74)204 Safety

HALSEY INTERCHANGE-LANE COUNTY LINE SECTION

OF THE PACIFIC HIGHWAY IN LINN COUNTY

Salem, Oregon, June 4, 1973

Project Agreement Estimate.

Type Code Y003
Landscaping (Sta. 1993+50 to Sta. 2674+61.46)

Temporary Protection and Direction of Traffic	All Required		$ 2,000.00
Ditch Excavation	2,700 cu.yd.	2.50	10,800.00
Roadside Seeding and Mulching	14 acre	400.00	5,600.00
Furnishing and Planting Trees	290 only	20.00	5,800.00
Furnishing and Planting Shrubs	19,400 only	3.35	64,990.00
Bark Mulch	810 unit	69.00	55,890.00
			$145,080.00
Flagging (60% of Contractor's Cost)	All Required		$ 2,400.00
Temporary Erosion Control	All Required		500.00
			$ 2,900.00
	Subtotal		$147,980.00
	10% Engineering		14,798.00
	Total		$162,778.00

Length of Project - - - - - 0.00 Mile

SUMMARY OF FUNDS

Federal Funds -	$150,195.00
State Funds -	12,583.00
Total Cost	$162,778.00

Group 1 - 100%

Contract No. 7902

Prefix: 622-1049

7902 1402 7-27-73

5

FORM PR-33A (REV. 3-46) cc: OSHD (H S Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS ct

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Linn	Oregon

Date of Inspection	Inspection Made By	Project No.
7-27-73	P. V. Riedl, Area Engineer	I-5-4(74)204

In Company With
Richard Nelson, Resident Engineer, OSHD.

COPY SENT

Location
Interstate 5 from Halsey Interchange (18 miles south of Albany) to the Linn-Lane County Line.

SEP 06 1973

REGIONAL OFFICE

Contractor Name and Address
Paul Bros., Inc., 29 NE 148 Avenue, Portland, Oregon.

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
7-1-73	$145,080	Comp Date 12-31-73	-	7-12-73

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	23%	5%

Roadbed (Width) (Feet 0. to 0. of shoulders)

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)	TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Landscaping	Y003							

RECEIVED
SEP 7 1973
Office of Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
SEP 6 73
REFER TO
FOR
Info | Insure | I/D | D/R | Sign | Act | File

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

HALSEY INTERCHANGE-LANE COUNTY LINE
INTERSTATE 5
Roadside Improvement

The project is located on Interstate 5 south of Albany. The northerly end of the project is at the Halsey Interchange about 18 miles south of Albany. The southerly end of the project is at the Linn-Lane County Line. The work consists of the construction of drainage ditches, furnishing and planting trees and shrubs.

1. Completed Work

The contractor has plowed, spread soil conditioner and tilled the plant beds in approximately 20% of the areas.

9-7-73 only to Constr. eq to discuss

2. Work in Progress

Contractor was spreading soil conditioner in median area and tilling and working planting beds.

H.S. COULTER NOTED

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

3. Comments

The contract is set up on a completion date requirement of December 31, 1973. Therefore, the contractor is performing as much preparatory work as possible in order to place the plants and trees when the fall weather conditions permit.

The work is progressing satisfactorily and it is now anticipated that the work will be completed within the allotted time.

The required signs have been posted and the contractor is working on the EEO requirements.

7902

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 22, 1973

Paul Bros., Inc.
29 N. E. 148th Avenue
Portland, Oregon 97230

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7902 for roadside improvement on the Halsey Interchange-Lane County Line Section of the Pacific Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Kenney
Walt Hart
L. H. Young
Attn: Vince Gallagher
C. O. Fredrickson
Richard Nelson
Roy Olson

7.902

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON — 5-11-73

PROGRAM NO.

ITEM NO. 1-732

FEDERAL AID PROJECT NO. I-5-4(74)204

STATE PROJECT NO. HALSEY INTERCHANGE - LANE COUNTY LINE

COUNTY NAME: LINN

PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

Info | Inv'ce | R/D | D/R | Sign | Act | File — FOR — REFER TO — MAY 14 73 — RECEIVED STATE HWY ENGR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MAY 2, 1973	MAY 2, 1973	INTERSTATE ROUTE I-5

GENERAL LOCATION:

STATE ROUTE NUMBER: PACIFIC HIGHWAY ROUTE #1

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $2,400.00 AND TEMPORARY EROSION CONTROL IN AMOUNT OF $500.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify) CONTRACTOR'S FLAGGING $2,400.00
TEMPORARY EROSION CONTROL $500.00

[ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
[X] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S APRIL 30, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
MAY 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

5-15-73
Copies Young

NOTED
A. E. JOHNSON

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-11-73	Verne V. Caseck	for DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBER 12-53

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 12-20-72

BY (Signature): MR. YOUNG'S DECEMBER 5, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS _____

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 732 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
732	I-5-4(74)204	0.0	179,500	165,600	HALSEY INTERCHANGE - LANE COUNTY LINE SECTION. LINN COUNTY	LANDSCAPING

OTHER IDENTIFICATION AND/OR REMARKS (State)

RECEIVED
STATE HWY ENGR
DEC 21 72
REFER TO
FOR
Info | Invest | R/D | D/R | Stem | Act | File

12-22-72
REFERRED TO
BY [signature] STATE HIGHWAY ENGINEER

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		12-20-72	G.L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

(D) FILE COPY
DEC 6 - 1972
FOR FILING
7902

December 5, 1972

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT Program Data Submission
Project I-5-4(74)204

We are submitting program data for one Interstate project, Item No. 732, Project No. I-5-4(74)204, "Halsey Interchange-Lane County Line Section", which we desire to have included in the Federal-aid Interstate Program.

It is our present intention to receive bids for this project on January 25, 1973.

FHWA concurred, under Memorandum of June 17, 1971, that this roadside improvement work was included on the program for Safety Project I-5-4(69)204 as "stage construction" to be accomplished under a subsequent project and thereby the Clearinghouse Review (IM 50-1-70), Public Hearings and Location/Design Approval (PPM 20-8) requirements were complied with under said Project I-5-4(69)204.

A "Negative Environmental Declaration" will be submitted, as a separate action.

Enclosure

JG:ed

Budget Bureau No. 41-R2067; Approv

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

12-5-72

U.S. DEPA BUR

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	ST CO
2	1 (18) (20)	I-5 Halsey Interchange, South 12.90 mi. 21 65	ADT	14,300	27,200 (66) (70)	92 (71) (72)	10	Oregon	3 (2)

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ.
3	Landscaping 28 62	(63) (68)	(69) (74)	(75)	(76)	(77)	(72) (73)	(74) (78)	I- 14 23	5-4 7	(74)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
4	Interstate	Linn	043 (14) (16)

NAME OF URBAN AREA 17-31

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5 (32)	(36) (37)	I-5 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE		I-5 Halsey Interchange South 12.90 miles						Land ing and & sh inci comm of p
5					ROW								
5					CONST (CODE) (Safety) Y003		"Halsey Interchange-Lane Co. Line Sec."	0.0	179,500	165,600	13,900		ROW- Acce Park co
							PROJECT TOTALS	0.0	179,500	165,600	13,900		

CARD	CODE	PREPARED BY
1	1	

		PROGRAM APPROVAL DATES	(16) (23)	(24) (33)	REMARKS Additional Data: Item 625; Pr
1	14				

USCO

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
T	14,300	27,200	92	10	Oregon	35	042	732
	(66)	(70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

ASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(78)	(79)	(72) (73)	(74) (75)	14 I-	28 5-4	(74) 13	204 (24) (26)	27

COUNTY NAME: Linn — CODE: 043 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I — FEDERAL-AID: I-5 (32) — STATE (30) (37) U.S. I-5 (41)

ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(66)	(67) (76)			Landscaping consisting of furnishing and planting trees & shrubs & incidental work common to this type of project.
				ROW-300' normal; Access Control-full; Parking Restrictions-complete.
179,500	165,600	13,900		
179,500	165,600	13,900		

(23) (24) (93)

REMARKS: Additional Data: Item 625; Project I-5-4(69)204

-over-

USCOMM DUSCOMM-DC 48905-P61

HALSEY INTERCHANGE-LANE COUNTY LINE SECTION

PROJECT NO. I-5-4(74)204

REMARKS - continued

INFORMATION FOR PR 37-B: ROW-1; ROW-F; Sanitary Facilities-N.

PROJECT DATA: The work under this project consists of furnishing and planting trees and shrubs and incidental work (e.g. minor drainage excavation, mulching, etc.) common to this type of project.

CLEARINGHOUSE REVIEWS, PUBLIC HEARINGS AND DESIGN APPROVALS: FHWA concurred, under memorandum of June 17, 1971, that this roadside improvement work was included on the program for Safety Project I-5-4(69)204 as stage construction to be accomplished under a subsequent project and thereby the requirements of IM 50-1-70 and PPM 20-8 were complied with under said Project I-5-4(69)204.

ENVIRONMENTAL STATEMENT: A "Negative Environmental Declaration" is being processed under separate action.

DOCUMENTATION FOR REQUIREMENTS OF IM 20-4-72: The seven (7) Items setforth in Paragraph 4b of IM 20-4-72 are not applicable to the proposed project, except a portion of Item 7, since the present location and design of the existing highway facility will not be changed so there will be no alteration of land use or traffic flow patterns. The "view of the road" and "view from the road", under Item 7, will be greatly enhanced for the landscaping, through basically for safety purposes (i.e., headlight glare control and nighttime guidance at problem areas), will improve the aesthetics of the facility appreciably.

RECEIVED
FOR FILING

C5

OREGON STATE HIGHWAY DIVISION

2902

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 27, 1972

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM George M. Baldwin
George M. Baldwin
Administrator of Highways

SUBJECT Negative Declaration
Roadside Improvement Projects

This negative declaration is to accompany our request for Federal Aid approval for the subject roadside improvement projects.

LOCATION AND DESCRIPTION OF PROJECT

Halsey Interchange-Lane County Line Section
Pacific Highway, Interstate 5
Linn County

Cedar Hills Interchange Section
Beaverton-Tigard Highway, MP 0.00 - MP 0.28
Washington County

NOTED
R. D. ASBURRY

Cedar Hills Interchange-Beaverton Interchange
Beaverton-Tigard Highway, MP 0.28 - MP 1.91
Washington County

Klamath Falls (First St.-Esplanade) Section
Klamath Falls-Malin Highway, MP 6.26
Klamath County

185th Avenue Interchange Section
Sunset Highway, MP 64.29
Washington County

NOTED
L. H. YOUNG

RECEIVED
DEC 20 1972
PROGRAMING SECTION

Walker Road Interchange Section
Beaverton-Tigard Highway, MP 0.92
Washington County

Terwilliger Boulevard Interchange
Pacific Highway, MP 297.18
Multnomah County

The above projects are typical of the Oregon Highway Division's program of roadside planting of trees, shrubs, and vines, installation of irrigation systems, and seeding and mulching. Soil preparation and grading of the affected portions of the highway right-of-way will thus be accomplished.

PURPOSE OF PROJECT The overall purpose of roadside improvement projects is to improve the visual profile of the highway, the roadside, and the neighboring community. There are other specific purposes of landscape plantings: plantings control erosion, screen headlights from opposing traffic, and provide vegetation buffers for residents close to the highways.

Wherever possible, planting areas are designed to channel vision and more effectively guide the motorist through interchanges, and to provide relief to visual monotony by creating variations in the landscape.

DISCUSSION OF ENVIRONMENTAL IMPACTS The subject landscape projects will lie within the existing highway right-of-way, so other land uses in private control will not be pre-empted.

Adequate signing will protect the motorist while the work is in progress.

The substantial benefits to the natural and social environment provided by plantings for erosion control, community screening, and highway beautification will far outweigh the temporary disruption of the existing right-of-way. The projects will be a permanent asset to the communities and to the highway user.

BASIS FOR NEGATIVE DECLARATION

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly affect the quality of social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur G. L. Green Division Engineer

Date DEC 19 1972

GAP:bb

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
F. L. Hall
R. E. Royer
Victor Wolfe
L. H. Young
J. F. Putnam
H. S. Coulter
L. W. Rulien

622-1037

FORM E-20 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1972

To: Frank Hall
DESIGN ENGINEER

SUBJECT: Drainage Problem
Diamond Hill Interchange
Pacific Highway

There is a serious drainage problem in the Diamond Hill Interchange. This backs water onto State and private property southwest of the interchange.

This office recommended correction be made by price agreement on the current construction project. This was denied by then, Construction Engineer, F. D. Morgan, in his attached February 24, 1972 letter. His objection was primarily negotiating with the contractor.

Federal Highway Administration Area Engineer, John Schultz, has been in general agreement with the proposed correction work. It should be eligible for Federal Interstate Funding.

Based on Mr. Morgan's instructions, it is now the recommendation of this office that the correction be included in the landscape project scheduled for this Halsey Interchange-Lane County Line Section January 25, 1973. For this purpose attached are a plan, profile, cost summary, and a March 28, 1972 letter of analysis and comment from Resident Engineer, James E. Chaney.

Original signed by, Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW:rps

Attachs.

cc: C. T. Keasey
Roy Olson
H. Johnson
Jim Chaney

Project reviewed with Wimer, Chaney Leidl & Hosmer. Decided ~~maybe~~ to re-submit and try for price agreement on eftg. contract

T.

SP 5275-734

FORM E-30 (REV. 10-62)

REGION 2 ENGINEER
RECEIVED
MAR 29 1972
RE RCE RME RTE ROE
ULE GEO TA FILE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
March 28, 1972

To: Mr. J. B. Boyd
Region Engineer
S A L E M

SUBJECT: Proposed Drainage Correction
Proposed Landscape Project
Halsey Interchange-
Lane County Line Section
Pacific Highway
Linn County

Enclosed is a proposed plan and profile to correct a drainage problem and to enhance the aesthetic appearance of the Diamond Hill Road Interchange.

We have provided one plan and one profile sheet which has been numbered 10A and 10B respectively.

Enclosed is a quantity-cost summary for the proposed work. Item costs were provided by Mr. C. E. Layton.

In addition to the drainage work, the proposal provides for the flattening of embankment slopes at the southwest and northwest quadrants. To facilitate the flattening of slopes on the southwest quandrant, the existing fence will need to be removed. The fence can be reinstalled on the correct right of way and access control lines.

We propose the removal and installation of the fence between stations 2374 and 2379, right, for the purpose of establishing a better ditch grade. We propose a 4:1 outside and a 6:1 inside slope for the ditch.

Returned is your file on the subject matter.

James E. Chaney
Resident Engineer

encl:
cc: file

GPO 924479-734

PROJECT: Halsey Interchange-Lane County Line Section(Landscape) HIGHWAY: Pacific

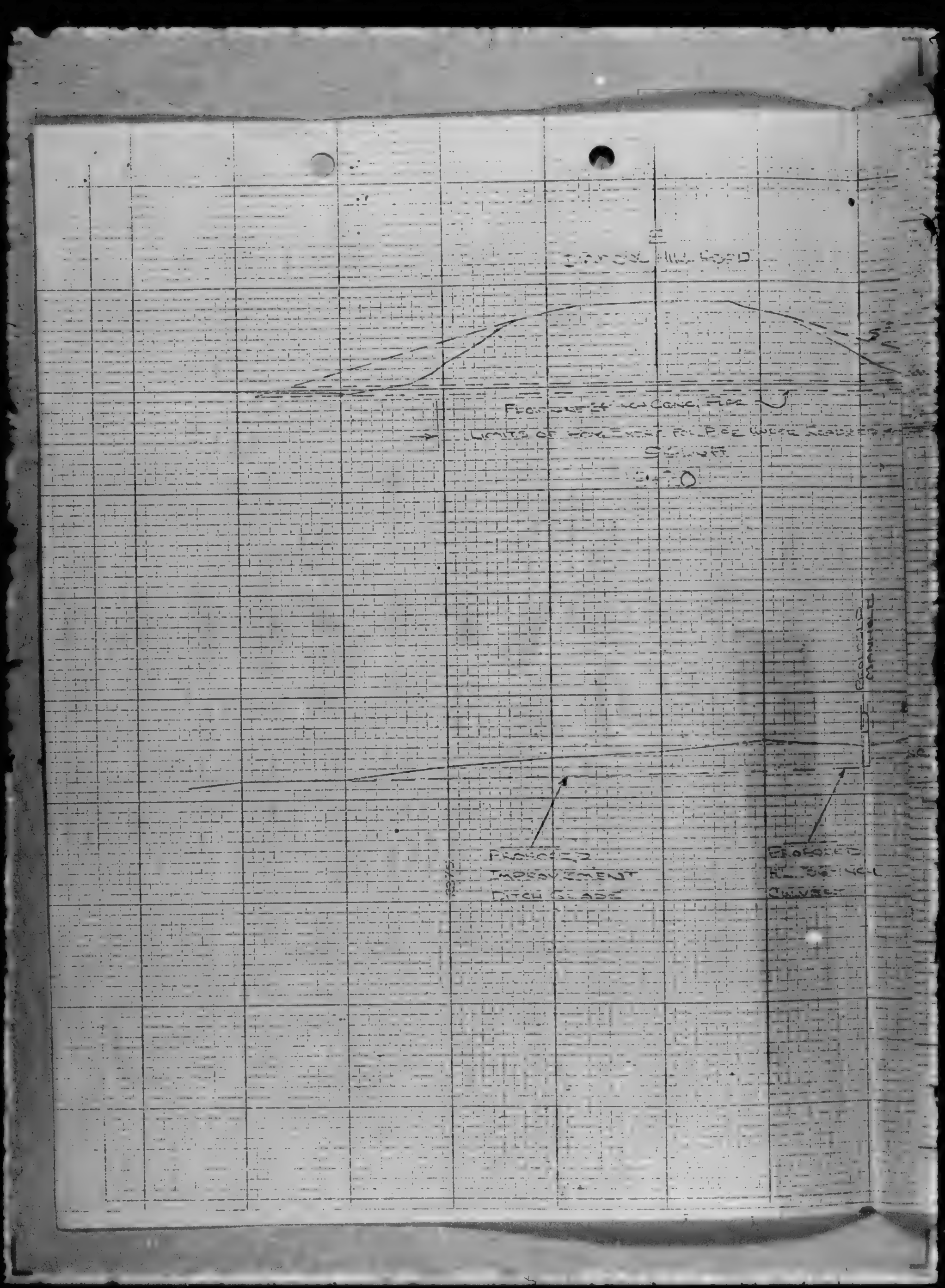
COUNTY: Linn PREFIX:

Proposed Additional Work.
To be added to landscape project.

ITEM NO.	ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT PRICE
	Ditch Excavation	Cu. Yd.	1,252	128	1,380	$3.00
	Embankment in Place	Cu. Yd.	3,381	339	3,720	$2.00
	Trench Excavation	Cu. Yd.	180	20	200	$5.00
	18-inch Culvert Pipe	Lin. Ft.	20	2	22	$7.00
	24-inch Culvert Pipe	Lin. Ft.	660	64	724	$8.75
	36-inch Culvert Pipe	Lin. Ft.	55	5	60	$16.00
	Extra for Culvert Pipe Under Roadbed	Lin. Ft.	94	11	105	$100.00
	24-inch Paved End Slope	Each	1	-	1	$180.00
	36-inch Paved End Slope	Each	1	-	1	$225.00
	Concrete Manholes	Each	2	-	2	$400.00
	Concrete Inlet, Type 2CMA	Each	1	-	1	$325.00
	Remove and Reinstall Type 2 Fence	Lin. Ft.	1,330	135	1,465	$ 0.40
						TOTAL

ditional Work.
to landscape project.

NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
1,252	128	1,380	$3.00	$4,140.00
3,381	339	3,720	$2.00	$7,440.00
180	20	200	$5.00	$1,000.00
20	2	22	$7.00	$ 154.00
660	64	724	$8.75	$6,335.00
55	5	60	$16.00	$ 960.00
94	11	105	$100.00	$10,500.00
1	-	1	$180.00	$ 180.00
1	-	1	$225.00	$ 225.00
2	-	2	$400.00	$ 800.00
1	-	1	$325.00	$ 325.00
1,330	135	1,465	$ 0.40	$ 586.00
			TOTAL	$32,645.00


EXISTING HILL ROAD
PROPOSED CONC. FILL
LIMITS OF EXCAVATION TO BE WITH ROADWAY SLOPE
PROPOSED PAVEMENT DITCH GRADE
PROPOSED R.C.P. CULVERT

DISCONTINUE F...
12+20
PROPOSED CLEANOUT
PROPOSED
EL. 24...
CULVERT
N.W. QUAD
S.W. QUAD.
2+65

Sec.

1. Const Guard Rail-150' (Type 2A) With 1 Anchor
2. Const Guard Rail-100' (Type 2A) With 1 Anchor
3. Modify Extg Guard Rail-462.5' With 1 Anchor (See Detail "B" Sheet 2A)
4. 5. Remove Extg Guard Rail-50' Const Guard Rail-60' (Type 2A)
6. Modify Extg Guard Rail-300' (See Detail "B" Sheet 2A)
7. 12. 13. 18. 19. 20. Remove Extg Guard Rail-100' Const Guard Rail-100' (Type 2A) With 1 Anchor
8. Modify Extg Guard Rail-487.5' With 1 Anchor (See Detail "B" Sheet 2A)
9. 10. 15. 16. Remove Extg Guard Rail-200' Const Guard Rail-210' (Type 2A)
11. 14. Modify Extg Guard Rail-350' (See Detail "B" Sheet 2A)
17. Modify Extg Guard Rail-450' With 1 Anchor (See Detail "B" Sheet 2A)
18. Modify Extg Guard Rail-525' (See Detail "B" Sheet 2A)
21. Modify Extg Guard Rail-500' With 1 Anchor (See Detail "B" Sheet 2A)

DIAMOND HILL

2378+25.8 Inlet "E" Inst. 30" RCP-32. Const. Type 8 ME Inlet. Inst. 15 Cu.Yd. Pipe. To Exc. 8 C.Y.

Const Random Fill as Directed Emb. in Place 300 C.Y.

2380

Approx. Paving Limits

2370

2375

RIW

Const "V" Bottom Ditch Exc. 1252.4 Cu.Yd.

Remove & Reconst. Type 2 Fence 450 Lin. Ft.

Prairie End Section Inst. 30" RCP-53 Tre. Exc. 15 C.Y.

Const. Paved End Slope

Const. Manhole

EMBANKMENT IN PLACE 1491 CU.YDS.

	(23)	(24)
Remove Guard Rail	75'	75'
Inst Guard Rail (Type 2A)	250'	250'
Inst Extra Posts With Blocks	4	4
Inst Dbl Guard Rail Element	25'	25'
Const Anchored End	2	2
Const Median Berm		
Emb. in Place		
See Sheet 2A		

10V-98

HALSEY INTERCHANGE-LANE CO. LINE SECTION PACIFIC HIGHWAY LINN COUNTY				SHEET No. 10A
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			NO. SHEETS

9 M.

Const. Type "B" Conc. Pipe - 20 Lf. 15"-Culv. - 8 Lf. 24" Storm Ln. Extend. Exist. Pipe

Const. Rock Tr. Exc. 6 C.Y.

Little Muddy Cr

100'

RIW

150

2400

12

Access Control Line

Approx. Paving Limits

2363

100'

210'

2390

12

150

RIW

NORTHBOUND

S 1°41' W

SOUTHBOUND

Approx. Paving Limits

80'

Access Control Line

Emb. in Place 1,952 (N. Bound)
17,215 (Median)
1,838 (S. Bound)

Remove 2 Ea. Existing Type 2 Fence - 550 Lin. Ft.

Engineering in Place - 1690 cu. Yds.

Match Line

Extg. 8" Corr. Stl. Pipe (Br. Drains) Extend 4-8" Culv. Pipes - 48' Each (Total 192')

Tr. Exc. 20 C.Y.

Inst. 24" Cul. Pipe 660'
Tr. Exc. 160 Cu. Yd.
Paved End Slope
Extra For Pipe Under Roadbed - 94'

25'

60'

30'

60'

COUNTY RD.

Match Line

REGION 2 ENGINEER
RECEIVED
FEB 24 1972
ULE | TCE | RTE | POL
ULE | GEO | TA | FILE

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1972

SUBJECT: Drainage Problem
Diamond Hill Interchange

To: Mr. Gerald Wimer
Regional Construction Engineer
P.O. Box 30
Salem, OR 97310

Reply is made to your letter of February 17, 1972 regarding the subject problem.

In view of the policy just stated by Mr. A. Johnson, Assistant State Highway Engineer, see letter of February 22, 1972, I suggest you perform only that work in the Diamond Hill Interchange as called for by the construction plans. A future "betterment" work should be set up to improve the drainage and side slopes at this location if this work is necessary.

OREGON STATE HIGHWAY DIVISION
JACKSONVILLE Resident Engineer
RECEIVED
MAR 6 1972

F. D. Morgan
Construction Engineer

NOTED
RES ENGR | ASST | ASST | INSP | INSP | OTH

FDM:fr

cc: A. E. Johnson

Greg & George
I guess we are now stopped from extensive reasonable improvements - every new job must be given and with a fine toothed comb to include) in job or forget it
JB 2-25-72

cc Howard Johnson & Jim Cherry & Ray Dowler 2-28-72 RDK

7903 Santiam Junction Rock Production 1973
Proj. near Santiam Junction

7903

S

November 29, 1973

Safeco Insurance Co. of America
1500 S.W. First Avenue
Portland, Oregon 97201

Gentlemen:

On November 26, 1973, we wrote to you concerning release of final payment on Contract No. 7903 awarded to Bedrock Crushing Company for the Santiam Junction Rock Production Project on the Santiam, North Santiam, Minor Lake and McKenzie Highways in Linn, Lane and Marion Counties.

Final payment on this contract is $6,340.65 and the total contract amount is $174,747.65. No work was performed under Surety account.

Very truly yours,

C. W. Stark, Manager
ADMINISTRATIVE SERVICES

cd

cc Bedrock Crushing Company
Route 2, Box 403
Sweet Home, Oregon 97386

bc C. T. Kenny
Walt Hart
V. E. Haag
Attn: Dick Stark
C. O. Fredrickson
A. Shirley

NOTED ON CARD
11-29-73 J.D.

7903

November 23, 1973

TO Oregon Transportation Commission

FROM

P. D. Klabee
Administrator and State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7903, Work Completed October 2, 1973

Project Santiam Junction

Highways Santiam, N. Santiam, Clear Lake & McKenzie

Counties Linn, Lane and Marion

Type of Work Rock Production

Contractor Bedrock Crushing Co.

Recommended Acceptance Date November 22, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 19, 1973 for your formal concurrence.

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Kenney
W. J. Hart

VG:ja

7903

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Santiam Junction	WEEK ENDING: Oct 27 1973	
	SECTION PREFIX: 22-8313	
HIGHWAY: Santiam, N Santiam, Clear Lake, & McKenzie	COUNTY: Linn, Lane, & Marion	
NAME OF JOB: Santiam Junction	KIND OF WORK: rock production	
CONTRACTOR: Bedrock Crushing Co.	CONTRACT NUMBER: 7903	FEDERAL AID PROJECT NUMBER: state
DATE OF CONTRACT: June 1, 1973	DATE WORK STARTED: July 23, 1973	ESTIMATED COMPLETION DATE: [illegible]
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: Oct. 15, 1973	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 193,517.50		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 178,172.50	ENGINEERING AUTHORIZATION: $ 15,345.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ [illegible] 173,336	ENGINEERING COST TO DATE: $ 12,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96
ESTIMATED PERCENT: [illegible] UNDERRUN - 2.7 % [illegible] %	this week 500	DATE PROJECT WAS COMPLETED: Oct. 2, 1973
	PERCENT OF AUTHORIZATION 78 %	

semi-final estimate will be submitted Oct. 26th

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			55,000 cy		
TOTAL QUANTITIES CORRECTED TO DATE			55,000		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			55,752		
AVERAGE DAILY QUANTITIES this week			0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

crusher __, loader __, dozer __, grader __, dump trucks __, pkups __

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing: Scofield, Glenn, Berg, Keasey, Bond, Jackmond, Hardt, Johnsen, Walker

RECEIVED
OCT 29 1973
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY Oct 22	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Clean up work completed on project.

XX Semi-final estimate was sent to Region Office on Friday by Shuttle Bus.

PROJECT COMPLETED

FINAL REPORT

NEXT WEEK:

BY Glen Goodrich

SIGNED Keats Oliver, Res. Engr. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F218

7903 D 6 5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 18, 1973

Bedrock Crushing Company
Route 2, Box 603
Sweet Home, Oregon 97386

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7903 for the
Santiam Rock Production Project
on the Santiam, North Santiam,
Clear Lake and McKenzie Highways
in Linn, Lane and Marion Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Safeco Insurance Company of America
1300 S. W. First Avenue
Portland, Oregon 97201

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
C. O. Fredrickson
Keats Oliver

7904 N.E. 166th Ave.-N.E. 190th Ave. 1973
Sec. of FAS 730 (Halsey St.)
(Grading and paving)

CVA 4G72 - 3/29/23

790d

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 12-15-75

CC:
OSHD (H S Coulter)
Wash DC (HHO-32)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
S1268(7)	Multnomah	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This highway roadbed project involved grading, lime treated subgrade or aggregate base, plant-mix bituminous base, and asphalt concrete pavement. The project is on FAS 730 (N.E. 166th Ave.-N.E. 190th Ave. section of Halsey St.) approximately 4 miles east of the Portland city limits.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Oregon Asphaltic Paving Co.	$ 502,595.50

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

COPY SENT

DEC 17 1975

SIGNATURE (SHD Official) _____

TITLE Construction Engr. Washington

8. REMARKS	9. IMPROVEMENT AS CONSTRUCTED				
	ROADBED (Width 76 feet)			STRUCTURES OVER 20-FOOT SPAN	
	TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.	6203	1.252	76	—	—

RECEIVED
DEC 1 [illegible] 1975

12-18-75 OK

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
W. N. Bryant, Area Engr.	11-7-74

12. IN COMPANY WITH
Al Harwood, OSHD & Don Adams, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE		16. SIGNATURE	
W N Bryant		Lowell E. Walach	
14. TITLE	15. DATE	17. TITLE	18. DATE
Area Engineer	12-15-75	Division Engr.	12-15-75

FORM FH-33C
(Rev. 7-72) Previous editions of this form are obsolete

7904 D C Yellow K

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

April 15, 1975

Safeco Insurance Company
1500 S.W. 1st Avenue
Portland, OR 97201

Gentlemen:

On March 21, 1975, we wrote to you concerning release of final payment on Contract No. 7904 awarded to Oregon Asphaltic Paving Company for work on N.E. 166th Ave.-N.E. 190th Ave. of FAS 730 - N.E. Halsey St. in Multnomah County.

Final payment on this contract is $23,884.41 and the total contract amount is $511,485.90 including $4590.63 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

llg

cc: Oregon Asphaltic Paving Company
1220 S.E. 190th Ave.
Portland, OR 97233

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

CON-5-7904

OREGON STATE HIGHWAY DIVISION

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 18, 1975

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM C. T. Keasey
Construction Engineer

3-21-75
Letter written
JS

SUBJECT Highway Project Acceptance

Contract No. 7904, Work Completed October 25, 1974

Project N.E. 166th Ave. - N.E. 190th Ave.

Highway FAS 730, County Multnomah

Type of Work Grade and Pave

Contractor Oregon Asphaltic Paving Co.

Recommended Acceptance Date March 14, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

BMW:wm

APPROVED
STATE HIGHWAY ENGINEER
DATE: 3/20/75

7904

December 19, 1974

Oregon Asphaltic Paving Company
1220 S.E. 190th Avenue
Portland, Oregon 97233

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7904 for work on N.E. 166th-N.E. 190th Avenue Section, N.E. Halsey Street in Multnomah County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 19 days is granted which will delete all liquidated damages on this project. This is because of Price Agreement No. 4 (sidewalk paving with A.C.).

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
V. L. Gallagher
Ed Hardt

fr srb

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7904 Contractor Oregon Asphaltic Paving Co.

Highway NE Halsey Street

Section NE 166th Ave. - NE 19[illegible]th Ave.

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 19-day time extension of contract time due to late work added by Price Agreement No. 4 (Sidewalk paving with A.C.).

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7904
Project designation	FAS 730 (State-Federal)
Date awarded	6/15/73
Work started	7/2/73
Per cent completed	100% 10/25/74 (Date)
No. of Workdays Allowed	340
No. of Workdays Used	359
No. of Added Workdays Requested	19

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 22, 19 74

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 340 days to 359 days, within which to complete our Contract No. 7904, without the assessment of liquidated damages. The said contract is described as follows: Grading & paving the NE 166th Ave. - NE 190th Ave. of FAS 730, NE Halsey St.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: All work to ~~xxx~~ be performed under the original contract was accomplished within the Calendar Workdays for the job. The work completed after expiration of the Allotted Calendar Workdays was performed as an extra item under Price Agreement No. 4 - Class "C" asphaltic concrete in sidewalk areas. Therfore we request extension of the Calendar Workdays from October 7, 1974 to October 25, 1974 inclusive.

Respectfully submitted,

Oregon Asphaltic Paving Co.
Contractor

By J. C. Kinnison Vice President

CONSENT OF SURETY

Date 10 - 4, 1974

We, Safeco Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert E Downey
Attorney-in-fact

(SEAL)

Robert E Downey
Resident

FORM 81.714 1030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 17, 1974

FILE: CON 5 #7904

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: N.E. 166th-N.E. 190th Ave. Section
N.E. Halsey Street
Contract No. 7904
Request for Time Extension

Oregon Asphaltic Paving Company requests 19 days time extension, all because of Price Agreement No. 4 which was for sidewalk paving with A.C. Bids on this project were opened May 24, 1973 and the 340 calendar workday time count started June 29. The contractor started work promptly on July 2, 1973, but was soon delayed into mid-August by the 1973 labor disputes (time involved was not counted). The contract time expired October 6, 1974 at which time the original contract items were virtually complete. Practically all of the work after that is related to a significant late change in the project which is covered by three price agreements which total $23,630. The change was to pave with A.C. (1,000 tons) the sidewalk areas which were set up with only a rock surface in the contract plans. This change was made at the request of the county and was cleared with County-City and with our bikeway people and was entered as a bikeway cost. This sidewalk paving was further delayed by utility poles which had to be removed from the sidewalk area. The project was considered complete on October 25 with 19 days liquidated damages at $150 per day.

We concur with the field recommendation for approval of the 19 day extension which will delete all liquidated damages. This is a secondary urban project, so specific FHWA approval is not required. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED

DEC 18 1974

Office of
Assistant State Highway Engineer

7904

FORM S-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: NE 166th Avenue to NE 190th Avenue		WEEK ENDING: October 26, 1974
		SECTION PREFIX: 526-1094
HIGHWAY: NE Halsey St. FAS 730		COUNTY: Multnomah
NAME OF JOB: N. E. Halsey Street	KIND OF WORK: Grading and Paving	
CONTRACTOR: Oregon Asphaltic Paving Company	CONTRACT NUMBER: 7904	FEDERAL AID PROJECT NUMBER: SU-268(&)
DATE OF CONTRACT: June 15, 1973	DATE WORK STARTED: July 2, 1973	ESTIMATED COMPLETION DATE: October 1, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: work 340	WORK DAYS USED / CALENDAR DAYS USED: work 359
PROJECT AUTHORIZATION: $535,139.80	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 105.6%
EXCLUSIVE OF ENGINEERING: $535,139.80	ENGINEERING AUTHORIZATION: $0	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $535,139.80	ENGINEERING COST TO DATE: $0	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 0 %	DATE PROJECT WAS COMPLETED: October 25, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.25	1.25			1.25
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.25	1.25			1.25
TOTAL ESTIMATED QUANTITIES (CONTRACT)	36,500 cy	19,300 Ton			34,750 Ton
TOTAL QUANTITIES CORRECTED TO DATE	"	22,300 Ton			"
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"			"
AVERAGE DAILY QUANTITIES	0	0			90 Ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0	0			1
HOURS PER SHIFT	0	0			8

EQUIPMENT USED DURING THE WEEK:

1 grader, 1 roller, 2 trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 20	Showers	1	8	Utilities in walk area.
MONDAY 21	Fair	1	8	" " "
TUESDAY 22	Fair	1	8	" " "
WEDNESDAY 23	Fair	1	0	
THURSDAY 24	Fair	1	0	
FRIDAY 25	Showers	1	0	
SATURDAY 26	Fair	0	0	Completed

Roehrig
Keasey — RECEIVED — Scofield
Bond — Glenn
Jackmond — OCT 29 1974 — Berg
Harwood
Johnsen — CONSTRUCTION
Walker — SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No work.
MONDAY	No work.
TUESDAY	No work.
WEDNESDAY	Placing soil sterilizer.
THURSDAY	Paving sidewalk.
FRIDAY	Paving sidwalk area.
SATURDAY	No work.

REMARKS

Completed October 25, 1974, except for paper work.

SIGNED C B Ewing Jr LOCATION 2115 SE Morrison
Portland 97214

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP°F216

5

7904

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
7-15	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO.	7-11-73	COUNTY
5		Multnomah
		PROJECT NO.
		SU-268(7)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. N.E. Halsey St. (N.E. 162nd Ave. to N.E. 190th Ave.)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-25-72	1.25
OTHER *(Specify)*		

FUNDS Pro-rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 543,269	$ 345,301

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Ed Hunter
Asst. State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green (Division Engineer)

Date executed by Division Engineer JUL 11 1973

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right-of-way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

Oregon State Highway Division

Federal Aid Project
No. SU-268(7)

N.E. 166TH AVE.-N.E. 190TH AVE. SECTION

FAS 730-N.E. HALSEY ST. IN MULTNOMAH COUNTY

Salem, Oregon, July 3, 1973

Project Agreement Estimate

Type Code 6203
Grade and Pave (Sta. 217+00 to Sta. 283+10)

Mobilization	All Required			$ 2,000.00
Temporary Protection and Direction of Traffic	All Required			12,375.00
Clearing and Grubbing	All Required			7,920.00
Removal of Structures and Obstructions	All Required			980.00
General Excavation	35,750	cu.yds.	1.50	53,625.00
Sand Fill	600	cu.yds.	4.00	2,400.00
Trench Excavation	1,250	cu.yds.	4.00	5,000.00
Finishing Roadbed and Slopes	All Required			3,920.00
Watering	318	M-gals.	5.00	1,590.00
Bituminous Base Mixture	19,770	ton	6.80	134,436.00
Asphalt in Bituminous Base Mixture	1,080	ton	32.50	35,100.00
Coarse Aggregate Base	16,400	ton	3.00	49,200.00
3/4" - 0 Aggregate Base	2,230	ton	6.00	13,380.00
Class "B" Asphalt Concrete Mixture	11,950	ton	6.80	81,260.00
Asphalt Cement in Mixture	773	ton	32.50	25,122.50
Asphalt in Tack Coat	14	ton	150.00	2,100.00
8-inch Sewer Pipe	1,650	lin.ft.	4.50	7,425.00
24-inch Sewer Pipe	190	lin.ft.	14.00	2,660.00
Concrete Inlets, Type GB-1	42	only	175.00	7,350.00
Setting Monument Boxes	6	only	30.00	180.00
4-inch Concrete Walls and Driveways	215	sq.yds.	5.50	1,182.50
6-inch Concrete Driveways	1,420	sq.yds.	6.30	8,946.00
Concrete Curbs	12,630	lin.ft.	1.57	19,829.10
Adjusting Manholes	28	only	300.00	8,400.00
				$486,381.10

Add Items

Flagging (60% of Contractor's cost)	All Required	$ 4,000.00
Permanent Pavement Striping	All Required	1,500.00
Stage Construction Striping	All Required	1,000.00
Temporary Erosion Control	All Required	200.00
On-the-Job Trainee (1 @ $800)	All Required	800.00
		$ 7,500.00
	Subtotal	$493,881.10
	10% Engineering	49,387.90
	Total	$543,269.00

Laboratory Fees authorized are part of and chargeable to Construction Engineering	All Required	$ 2,000.00

Length of Project - - - 1.252 miles

Cost of Roadway - - - - $433,920.93

Federal Funds - - - - -	$345,301.00
State Funds - - - - - -	98,984.00
County Funds- - - - - -	98,984.00
Total	$543,269.00

Group 1 - 97% Group 9 - 3%

Contract No. 7904

Prefix: S26-1094

N.E. 166TH AVE.-N.E. 190TH AVE. SECTION

Nonparticipating Work

Temporary Protection & Direction of Traffic	All Required	(1%)	$ 125.00
Clearing & Grubbing	All Required	(1%)	80.00
Removal of Structures & Obstructions	All Required	(2%)	20.00
General Excavation	750 cu.yds.	1.50	1,125.00
Finishing Roadbed & Slopes	All Required	(2%)	80.00
Watering	12 M-gals.	5.00	60.00
Bituminous Base Mixture	700 ton	6.80	4,760.00
Asphalt in Bituminous Base Mixture	40 ton	32.50	1,300.00
Coarse Aggregate Base	600 ton	3.00	1,800.00
3/4" - 0 Aggregate Base	70 ton	6.00	420.00
Class "B" Asphalt Concrete Mixture	410 ton	6.80	2,788.00
Asphalt Cement in Mixture	27 ton	32.50	877.50
Asphalt in Tack Coat	1 ton	150.00	150.00
Setting Monument Boxes	1 only	30.00	30.00
6-inch Concrete Driveways	80 sq.yds.	6.30	504.00
Concrete Curbs	570 lin.ft.	1.57	894.90
Setting Mailbox Posts	48 only	25.00	1,200.00
	Subtotal		$ 16,214.40

7904

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 27, 1973

Oregon Asphaltic Paving Company
1220 S. E. 190th Avenue
Portland, Oregon 97233

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7904 for work on the
N. E. 166th Avenue-N. E. 190th Avenue
Section of FAS 730 in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Safeco Insurance Co. of America
4347 Brooklyn Avenue, N. E.
Seattle, Washington 98105

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
Multnomah County Engineer

7904

bc C. T. Keasey
t Hart
L. H. Young
Attn: Vince Gallagher
Robert Bothman
Multnomah County Engineer
William Geibel (SAIF)

June 18, 1973

Oregon Asphaltic Paving Company
1220 S. E 190th Avenue
Portland, Oregon 97233

Gentlemen:

The State Highway Commission on June 1, 1973, accepted your proposal for work on N. E. 166th Avenue-N. E. 190th Avenue Section of SAS 730 in Multnomah County in the amount of $502,595.50 and referred it to the Administrator of Highways with authority to award the contract as soon as Multnomah County approves the project and deposits $107,000.

These conditions were fulfilled and the Administrator of Highways on June 13 awarded you the project, which has been assigned Contract No. 7904.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 29, 1973.

Very truly yours,

G. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. H. Graham, Assistant Secretary

bc
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

Budget Bureau No. 41-R2068; Approval

U.S. DEPAR BURE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

5-4-73

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)			FUTURE YEAR	REGION	STATE NAME	STATE CODE
2	(19) (20)	Co.Rd. NE Halsey St. (NE 162nd to NE 190th) 21 65	ADT	5,200*	15,000 (66) (70)	92 (71) (72)	10 (74) (75)	Oregon (2)	35

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR.	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER-AGR. NO.
3	Gr., Dr., High-Type Pave. 28 62	(63) (65)	(66) (68)	69	70	71	A-1 72 73	74 75	SU- 14 23	268(7) 7

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME	RTE NO.	FEDERAL AID	STATE
4	Secondary	Multnomah	S	730	(32) Co.Rd.

NAME OF URBAN AREA (17-31): Portland 027

F.A. SYSTEM: Secondary

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHA PRO
5	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
					PE		ITEM AS NOW PRO-GRAMED			Co.Rd. NE Halsey St. (NE 162nd Ave. to NE 190th Ave.) "NE 162nd Ave.-NE 190th Ave. Section"					Gr., dr., 4- pave. with parking area with 6' grav each side.
					ROW									72,900 (Co.	
					CONST 6203			1100	SU-268(7)		1.25	400,000	254,200	72,900	
										PROJECT TOTAL	1.25	400,000	254,200	145,800	
5	30			3	PE		RE-QUESTED REVISION			Co.Rd. NE Halsey St. (NE 162nd Ave. to NE 190th Ave.) "NE 162nd Ave.-NE 190th Ave. Section"					Gr., dr., 4- pave. with parking area with 6' grav each side.
					ROW									99,500 (Co.	
					CONST 6203			1100	SU-268(7)		1.25	546,000 (16) (22)	347,000 (24) (33)	99,500	
										PROJECT TOTAL	1.25	546,000	347,000	100,000	

CARD		
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE:

To adjust cost data to conform with latest information.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
August 25, 1972	DATE: May 4, 1973	DATE	DATE
OTHER:	SIGNATURE	SIGNATURE	SIGNATURE
	Office Engineer	TITLE	TITLE

[1] If revision include: transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

5-4-73

7904

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

		FUTURE YEAR		REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
DT	5,200*	15,000 (66) (70)	92 (71) (72)	10 (74) (75)	Oregon	35 (2) (3)	022 4 6	1100 (14) (18)

MISCELLANEOUS FUNDS ONLY				PROJECT NUMBER		I. PROJECTS ONLY	
A CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. SU- 7 268(7) 13	POST MI. (25) (26)	DESIG. 27

	COUNTY NAME	CODE
	Multnomah	14051 18

	RTE NO.	FEDERAL AID	STATE (32)	U.S. (36) (37) (41)
Secondary	S	730	Co.Rd.	

MINI	MILES (54) (58)	PROJECT COST TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
alsey St. e. to NE e.-NE 190th "	1.25	400,000	254,200	72,900 (Co.) 72,900	Gr., dr., 4-11' lanes H.T. pave. with 12' median, 10' parking areas and curbs with 6' gravel footpath each side.
CT TOTAL	1.25	400,000	254,200	145,800	
alsey St. e. to NE e.-NE 190th "	1.25	546,000 (16) (23)	347,000 (24) (33)	99,500 (Co.) 99,500	Gr., dr., 4-11' lanes H.T. pave. with 12' median, 10' parking areas and curbs with 6' gravel footpatch each side.
CT TOTAL	1.25	546,000	347,000	199,000	

NGE:

To adjust cost data to conform with latest information.

	RECOMMENDED	APPROVED
	DATE	DATE
	SIGNATURE	SIGNATURE
	TITLE	TITLE

funds involved.

USCOMM-DC 48868-P61

7904 D

March 29, 1973

Multnomah County Department
of Public Works
2115 S. E. Morrison
Portland, Oregon 97214

Attention: Robert L. Nordlander

MISC. CONTRACTS and
AGREEMENTS No. 44,72

Gentlemen:

Attached for your records are three fully executed copies of an agreement pertaining to construction of N. E. 166th-N. E. 190th Avenues Section on FAS 730.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. H. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

7-904

5

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 19, 1973

In reply refer to: 10-35-FA

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-268(-)
NE. 166th Ave.-NE. 190th Ave Sec.
Deviation from Standards

The deviation in standards for the subject project as requested in Mr. Reynoldson's March 13 letter is approved.

3-21-73
Copy to Frank Hall
H.S. Coy

NOTED
A. E. JOHNSON

RECEIVED
MAR 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAR 20 '73
REFER TO
Hunter
FOR
Info | Invest | R/D | D/R | Stan | Act | File
✓

NOTED
E.S. HUNTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

7904

MEMO TO THE FILES
Feb. 15, 1973

(...T)
E. S. HUNTER

Re: N.E. 166th Ave-N.E. 190th Ave.
N.E. Halsey St., FAS 730
Multnomah County
SU-268(7)

On February 14, 1973 Mr. Tor Lyshaug of the Multnomah County Public Works Department, requested that this project be withdrawn from the February 22, 1973 bid opening. His reasons were that the County Commission insisted that a bicycle path along with some landscape plantings in the median be included in this project.

Prior to this, Mr. Lyshaug had called this office and asked us to consider some of their ideas concerning a bicycle path on this project. They were considering (1) using 8 feet out of the median, or (2) reducing the parking lanes to 8 feet and increasing the footpaths behind the curb to 8 feet. The County is reluctant to pave behind the curb because they feel that this is the responsibility of the adjacent owners.

Jim McClure, Frank Terpin, and Wallace Bryant of FHWA were contacted and the consensus was that we would have to object to these proposals. Mr. Bryant suggested that one of the 10-foot parking lanes be used as a bicycle path, but the county said that people would not go for this. It was also suggested that they consider paving the 6-foot footpath and sign it as both bicycle path and sidewalk. Of course, the county objected to this because they do not want to be responsible for the sidewalk maintenance. This could also set a precedent.

Mr. Lyshaug is going to write us a letter requesting that we reconsider the situation and get together with the county and come up with a solution.

As of today, February 14, this project is withdrawn from the Feb. 22 bid opening.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

cc: E. S. Hunter
L. H. Young
Victor Wolfe
Frank Terpin
J. D. McClure
C. G. Swenson
Roy Olson
W. N. Bryant, FHWA
Tor Lyshaug, Multnomah Co.

RECEIVED
FEB 16 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JAN 18 1973
FOR FILING

7904

January 17, 1973

To Oregon State Highway Commission

From F. B. Klaboe
State Highway Engineer

Subject Footpaths and Bicycle Trails
January 25 and February 22 Bid Lettings

Bids will be taken January 25 and February 22 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376 is shown for each project.

January 25 Bid Letting

1. Terrebonne-Bend Section

The Dalles-California Highway, Deschutes County

Grade, Pave & Structures Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2 (b) which states that "Footpaths and trails are not required to be established . . if . . the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

The primary purpose of this project is to provide passing lanes in four locations plus one additional left-turn refuge area, all within the existing right of way.

2. Central Business District (Corvallis) Section

Pacific Highway West, Benton County

Signals Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. City-wide Traffic Signals (Medford) Section

Various City Streets (47 Intersections), Jackson County

Grade, Pave & Signal Project

Same as No. 2

4. Willamette River-Orleans Section

Corvallis-Lebanon Highway, Linn County

Slope Protection Project

Same as No. 2

5. Redwood Highway at Lister St. (Cave Junction) Section

Redwood Highway, Josephine County

Same as No. 2

February 22 Bid Letting

1. Woodburn Interchange-Hayesville Interchange Section

Pacific Highway, Marion County

Grade, Pave, Structure, Illumination & Signing Project

Sidewalk/bicycle facilities will be provided on the freeway overcrossing structures and not along the freeway, as alternate bike routes will be available along other roadways which connect the population centers. It is felt that with the other the other available ways the cost of establishing a bike trail along the freeway would be disproportionate to the use.

This was previously on the agenda for the December 12 meeting.

[redacted]
Page 3
January 16, 1975

2. [redacted]

[redacted]

Grade, Pave & Sidewalk (Incorporated) Projects

Sidewalk/bicycle facilities will be provided on both sides of the project throughout its length.

3. U.S. 1-E, [redacted]

[redacted]

Grade, Pave & Structure (Incorporated) Projects

A five-foot sidewalk is provided along the length of the project.

4. OR 99W (S. Bailey St.), Tallman Creek

FAS 732 (S. Bailey St.), Tallman County

Grade and Pave Project

Gravel footpaths and concrete sidewalks will be provided throughout the project. This was previously on the agenda for the September 19 meeting. This is a county project.

5. Willamette Overflow (Harrisburg) Bridge Section

Albany-Junction City Highway, Lane County

Structure Project

A sidewalk/bicycle facility will be provided along one side of the highway throughout the length of the project.

These matters will be on the agenda for the January 23 meeting and your approval is recommended.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
J. B. Boyd
J. H. Versteeg
Gary Ross
Gary Sund

JDNimo dpy

RECEIVED
OCT 25

FOR FILING

OREGON STATE HIGHWAY DIVISION

7904

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

DATE October 24, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
November 30 Bid Letting

Bids will be taken November 30 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. Fountain Slide Section, Columbia River Highway,
Hood River County
Slide Correction Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Garfield St.-High St. (Eugene) Section
Pacific Hwy. West, Lane County
Signals Project

   Same as No. 1.

3. N.E. 166th Ave.-N.E. 190th Ave. Section, FAS 730
(N.E. Halsey St.), Multnomah County
Grade and Pave Project

   Gravel footpaths and concrete sidewalks will be provided throughout the project. This was previously on the agenda for the September 19 meeting.

4. Drift Creek Slide Section, Bayview Road, Lincoln Co.
Slide Correction Project

Same as No. 1.

5. Fern Rock Creek-S. Fork Gales Creek Section
Wilson River Hwy., Washington County
Slide Correction Project

Same as No. 1.

6. Tide Port Slide Section, Fishhawk Falls Hwy.,
Clatsop County
Slide Correction Project

Same as No. 1.

7. Deadmans Pass Slide Section, Wilson River Hwy.,
Tillamook County
Slide Correction Project

Same as No. 1.

8. Butler Bridge Slide Section, FAS 584, Lincoln County
Slide Correction Project

Same as No. 1.

9. Willamette River-Orleans Section, Corvallis-Lebanon
Hwy., Linn County
Slope Protection Project

Same as No. 1.

10. Mt. Hood Hwy. at S.E. 136th Ave., Mt. Hood Hwy.
Multnomah County
Signals Project

Same as No. 1.

11. Cape Lookout State Park, Tillamook County
Utility Building

Same as No. 1.

12. South Beach State Park, Lincoln County
Utility Building

Same as No. 1.

13. Jessie M. Honeyman State Park, Lane County
Day Use Improvements

Same as No. 1.

JDM:jp ia

bc C. W. Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
Gary Sund
Gary Ross
L. H. Young
R. E. Royer
V. D. Wolfe
F. L. Hall
C. G. Swenson

OREGON STATE HIGHWAY DIVISION

17904

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE

TO Oregon State Highway Commission — September 12, 1972

FROM Tom Edwards
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
October 26 Bid Letting

Bids will be taken October 26 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. Fountain Slide Section, Columbia River Hwy, Hood River County
Slide Correction Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Oro Dell Section, Old Oregon Trail Hwy, Union Co.
Irrigation Structure Project

   Same as No. 1.

3. Ava Avenue-East Burnside Street (Gresham) Section, Mt. Hood Hwy, Multnomah County
Grade and Pave (co-op) Project

   Sidewalks with bicycle ramps will be provided throughout the length of the project.

4. Clarno Section, Shanko-Fossil Hwy, Wasco and Wheeler Counties
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established . . . if . . . the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. T.V. Hwy at SE Minter Bridge Road (Hillsboro) Sec., Tualatin Valley Hwy, Washington County
Grade, Pave, Signals and Railroad Gates

Same as No. 1.

6. Garfield Street-High Street (Eugene) Section, Pacific Hwy West, Lane County
Signals Project

Same as No. 1.

7. NE 166th Avenue-NE 130th Avenue Section, FAS 730 (NE Halsey Street), Multnomah County
Grade and Pave Project

Gravel footpaths and concrete sidewalks will be provided throughout the project.

8. 2nd Street-So. Railroad Boulevard (Redmond) Sec., FAS 926, Deschutes County
Structure Project

5 ft. concrete sidewalks being provided on each side.

9. Squaw Creek Canal (Three Creek Lake Road) Bridge Sec., FAS 853, Deschutes County
Structure Project

Same as No. 4.

10. South Fork Malheur River-Malheur Caves Road Sec., Steens Hwy, Harney County
Grade and Pave Project

Same as No. 4

11. Drift Creek Slide Section, Bayview Road, Lincoln Co.
Slide Correction Project

Same as No. 1.

12. Fern Rock Creek-South Fork Gales Creek Section, Wilson River Hwy, Washington County
Slide Correction Project

Same as No. 1.

13. Forest Boundary-Bull Creek Section, Clackamas Hwy, Clackamas County
E.R. Project to repair January 1972 storm damage to slopes and riprap

Same as No. 1.

14. Tide Port Slide Section, Fishhawk Falls Hwy, Clatsop County
Slide Correction Project

Same as No. 1.

15. Deadman's Creek Slide Section, Wilson River Hwy, Tillamook County
Slide Correction Project

Same as No. 1.

16. Butler Bridge Slide Section, FAS 584, Lincoln Co.
Slide Correction Project

Same as No. 1.

17. Willamette River-Orleans Section, Corvallis-Lebanon Hwy, Linn County
Slope Protection Project

Same as No. 1.

18. Thomas Creek (Schindler) Bridge Section, Albany-Lyons Hwy, Linn County
Bridge Repairs Project

Same as No. 1.

22. [illegible]
[illegible]
Traffic Signal Project

Same as No. 1.

23. [illegible]
[illegible]
Traffic Signal Project

Project designed specifically for a site [illegible] along the north shore of the Willamette River. Previously on February 22 meeting agenda.

23. Railroad Avenue at [illegible] Street (Port Dock) Section, [illegible]
Traffic Signal Project

Same as No. 1.

24. 10th Street at "C" Street (Baker) Section,
La Grande-Baker Hwy., Unit County
Traffic Signal Project

Same as No. 1.

25. San Marine State Park[illegible], Lincoln County
Beach Access Project

Footpaths will be provided from parking lot to the beach area.

26. Otter Point State Park, Curry County
Day Use Improvement Project

Same as No. 1.

27. Emigrant Springs State Park, Umatilla County
Utility Building Project

Same as No. 1.

These matters will be on the agenda for the September 19 meeting and your approval is requested.

JDM:jp el
bc: Cecil Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
V. D. Wolfe
F. L. Hall
C. G. Swenson
Gary Sund
Gary Ross

TRANSACTION NUMBER 8-84

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-25-72

BY (Signature): MR. YOUNG'S AUGUST 21, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 1100 THRU ____		FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (Strike)
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST		LOCATION / WORK
1100	SU-268(7)	1.25	400,000	254,200	NE 162ND AVE.-NE 190TH AVE. SECTION. MULTNOMAH COUNTY (THE FULL WIDTH OF THE CONSTRUCTION EXTENDS FROM 340' EAST OF 162ND AVE TO 500' WEST OF 190TH AVE. THIS IS WITHIN THE SECTION 148TH TO 188TH AVE COVERED BY PUBLIC HEARING AND THE APPROVED NEGATIVE DECLARATION) / GRADE, DRAIN, HIGH TYPE PAVEMENT.

8-25-72

NOTED
TOM EDWARDS

RECEIVED
STATE HWY ENGR
AUG 29'72
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

8-29-72 Young

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		8-25-72	ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

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AUG 23 1972
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OREGON STATE HIGHWAY DIVISION

7904

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE August 21, 1972

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Program Data Submission**
Project SU-268(7)

We are submitting program data for one Secondary Project, Item No. 1100, Project No. SU-268(7), "N. E. 162nd Ave. - N. E. 190th Ave. Section", which we desire to have included in the Federal-aid Secondary Highway Program.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on September 28, 1972.

Enclosed is one copy each of State and District 1 Clearinghouses' letter of approval dated May 18, 1971 and May 26, 1971, respectively.

Enclosures

JK:kds

Budget Bureau No. 41-R2067; Appr

U.S. DEP
BU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81)

8-21-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	1 (18) (20)	Co. Rd. N.E. Halsey St. (N.E. 162nd to N.E. 190 21 66	ADT	5,200*	15,000 (66) (70)	92 (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV. AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SE
CARD 3	Gr., Dr., High-Type Pave. 28 62	(63) (64)	(65) (66)	(67)	(70)	(71)	(72) (73)	(74) (75)	SU- 14 23	7 268	(7)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
CARD	Secondary	Multnomah	051 (14) (16)

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
17-31 Portland	S	730 (32)	Co. Rd. (36) (37)	(41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		Co. Rd. N.E. Halsey St. (N.E. 162nd Ave. to N.E. 190th Ave.)					
5					ROW							
5					CONST (CODE) 6203		"N.E. 162nd Ave. - N.E. 190th Ave. Section"	1.25	400,000	254,200	72,900	72,900 (co.)
							PROJECT TOTALS	1.25	400,000	254,200	72,900	72,900 (co.)

CARD 1	CODE 1	PREPARED BY	PROGRAM APPROVAL DATES	REMARKS
1	14		(16) (22) (24) (30)	

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Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

8-21-72

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
2nd to N.E. 190	ADT	5,200*	15,000	92	10	Oregon	35	022	1100
(65)			(66) (70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

ROUTE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 S SU- 28	7 268	(7) 18	(24) (28)	27

COUNTY NAME: Multnomah — CODE: 051 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 730 (32) — STATE: Co. Rd. (36) (37) — U.S. (41)

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (58)	(59) (66)	(67) (76)			
alsey St. . to N.E.						Gr., Dr., 4-11' lanes H.T. pave. with 12' median, 10' parking areas and curbs with 6' gravel footpath each side.
e. - N.E. ion"	1.25	400,000	254,200	72,900	72,900 (co.)	ROW - 90' normal; Access control - none; Parking restrictions - none.
PROJECT TOTALS	1.25	400,000	254,200	72,900	72,900 (co.)	
	(16)	(23) (24)	(32)			

REMARKS

(OVER)

USCOMM DUSCOMM-DC 48005-P71

N. E. 162nd AVE. - N. E. 190th AVE. SECTION

PROJECT NO. SU-268(7)

Existing Facilities: Two 11' AC travel lanes with 8' oiled shoulders

Adjacent Facilities:
West End - - - Project SU-268(5)
East End - - - Two 12' AC travel lanes with 6' oiled shoulders.

Project Data: Grade, drain and high-type pave a 76-foot curbed section providing four 11-foot traffic lanes, 12-foot median and 10-foot shoulder (parking) areas. Construct 6-foot gravel footpath behind the curbs on each side and replace 6-foot concrete walks where required.

*The DHV is 500 for this location; therefore, the 76-foot roadway width falls within the minimum standard allowed for multilane highways under the Secondary Road Plan.

Exceptions to Minimum Design Standards: None.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved

Relocation Assistance Payments: Made by County as required.

Negative Environmental Declaration: Concurred in by FHWA on November 2, 1971.

State and District 1 Clearinghouse: Approval letters dated May 18, 1971 and May 26, 1971 reapectively.

Public Hearing: Corridor/Design hearing held on June 1, 1971. Certification required by Section 128 "Public Hearings" of Title 23, U. S. C., made under the provisions of the "Secondary Road Plan" on September 30, 1971.

Location/Design A
the Secondary R

Route Data: This
and serves ligh

Control of Utilities
to control the us
County agreeme
30-4.1.

NOTE: On-the
on this project
ulated in the P.

AVE. - N.E. 190th AVE. SECTION

PROJECT NO. SU-268(7)

providing
ng) areas.
place 6-foot

h falls within
dary Road

nd Recreational

ber 2, 1971.

1 and May 26,

ication required
he provisions

Location/Design Approval: Granted December 20, 1971 under the provision of the Secondary Road Plan.

Route Data: This route is one of the main arterials leading east out of Portland and serves light industry, commercial, farming and residential areas.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. &E. stage and the number stipulated in the P.S. &E. documents.

RECEIVED
AUG 22 1972
FOR FILING
7904

August 21, 1972

Executive Department
Federal Aid Coordination Unit
Salem, OR 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following secondary project.

Item No.	Project No.	Section Name & FHRS No.
1180	SU-268(7)	N. E. 162nd Ave. - N. E. 190th Ave. 671.0144

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programming Engineer

Enc.

cc: R. H. Chase
R. L. Clifford

JK:bds

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JUL 14 1972
FOR FILING

5-30-72

7904

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: N. E. 166th Ave. - N. E. 190th Ave.
Highway: F.A.S. 730 (N. E. Halsey St.)
County: Multnomah
Prefix: 526-1477

Res. Engr.
Approx. Length 1.25± miles
Sta. 217+00± to Sta. 283+10±
Date 5-30-72

Mean Truck A.D.T. 406.0
Traffic Coefficient 8.3 See Remarks
18 kip s. a. per day 66.1 on Page 2
(1)

Annual Precipitation 44"±
Frost Penetration - - -
CBR Total Requirement 26.5"

Typical Soil

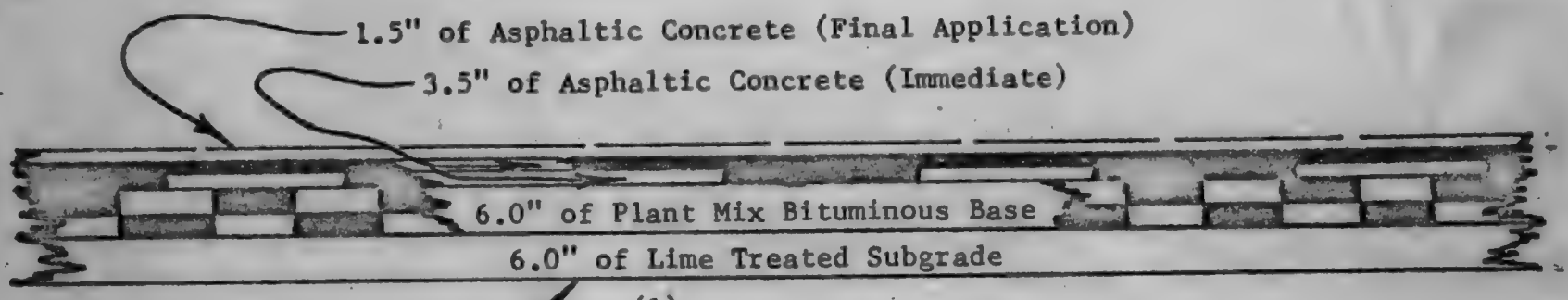
25 LL
2 PI
100 %P 10
82 %P 200
0 % Gravel
2 % C Sand
16 % F Sand
66 % Silt
16 % Clay
10 R Value
A-4 AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
7.0	3.5	A.C. (I.)
11.0	6.0	P.M.B.B.
5.0	6.0	L.T.S.
26.0	17.0	

STRUCTURAL SECTION
"NEW WORK"


1.5" of Asphaltic Concrete (Final Application)
3.5" of Asphaltic Concrete (Immediate)
6.0" of Plant Mix Bituminous Base
6.0" of Lime Treated Subgrade
(1)
Sandy Silt

NOTED
E. S. HUNTER

-over-

RECEIVED
JUL 31 1972
OFFICE OF
HIGHWAY ENGINEER

Submitted by C. J. Gray
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by Victor D. Wolfe
Location Engineer

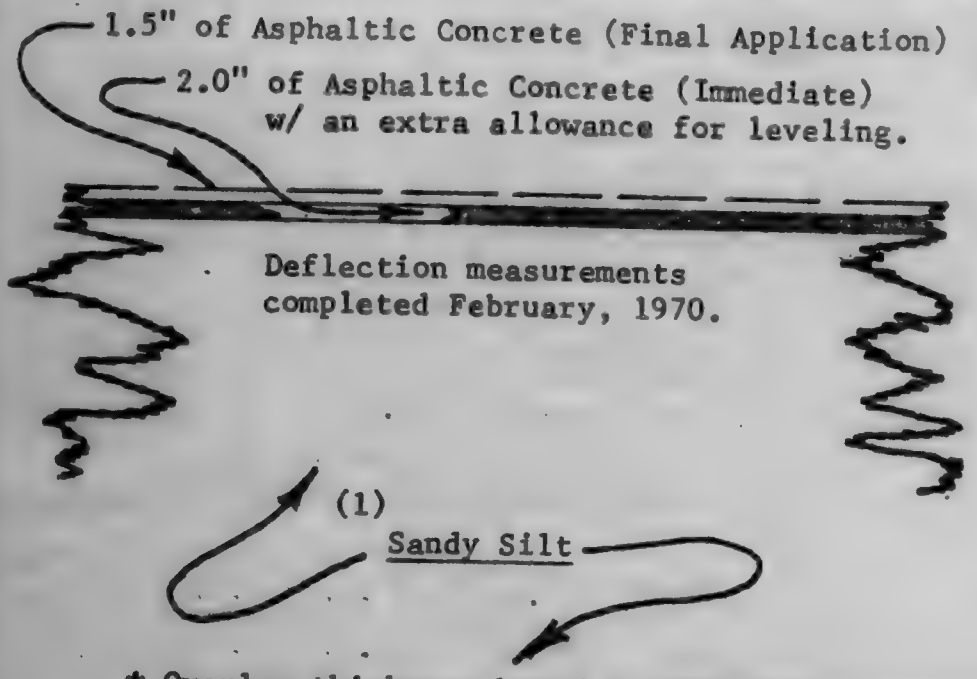
Approved by E. S. Hunter
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

County-City (2)

STRUCTURAL SECTION

(2) Existing Roadway (Where Utilized)



redit	Actual Thick.	Component
	1.5	A.C. (F.A.)
	2.0	A.C. (I.)
*		

* Overlay thickness based on deflection measurements.

(2) Widths to be utilized:
Beg. of Project to N. E. 181st Ave.-22'
N. E. 181st Ave-to N. E. 190th Ave.-20'

STRUCTURAL SECTION

Credit	Actual Thick.	Component

SECTION: N. E. 166th Ave.- N. E. 190th Ave.

HIGHWAY: F.A.S. 730 (N. E. Halsey St.)

COUNTY: Multnomah

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	PMBB	*Aggregate Base*	*1.0"-0 Aggregate Base	LTS	*"CBE" Total Requirement*	*Actual Thickness*
7.0 - 8.0	3.5"	6.5"	---	---	6.0"	24.0"	16.0"
6.0 - 7.0	3.0"	5.5"	---	---	6.0"	21.0"	14.5"
4.8 - 6.0	2.0"	---	---	8.5"	6.0"	17.5"	16.5"
Cars Only	2.0"	---	---	9.0"	---	13.0"	11.0"

*Same size as the material used in the Plant Mix Bituminous Base.

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 7.2 and a C.B.E. Requirement of 23.0". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: N. E. 166th Ave.- N. E. 190th Ave.

HIGHWAY: F.A.S. 730 (N. E. Halsey St.)

COUNTY: Multnomah

5200 Present ADT (1972)

5.0 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	205	2.0	410	308	450	138,600
3	46	2.0	92	69	1000	69,000
4	3	2.0	6	5	1250	6,250
5	16	2.0	32	24	3180	76,320
6	0	---	--	--	2570	- - -
				406	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 290,170

TWENTY YEAR EWL 5,803,400

TRAFFIC COEFFICIENT 8.3

SECTION: N. E. 166th Ave. - N. E. 190th Ave.

HIGHWAY: F.A.S. 730 (N. E. Halsey St.)

COUNTY: Multnomah

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Asphaltic Concrete.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a problem.
10. Stimulation of Competition: Not applicable.
11. Construction Consideration: Not a problem.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Multnomah County prefers Asphaltic Concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison has been made for this project.

Traffic does not warrant the use of C.R.P.C.C.

N. E. 166th Ave. - N. E. 190th Ave.

F.A.S. 730 (N. E. Halsey St.)

Multnomah County

Unit prices were obtained for this area from C. E. Layton, Cost Estimator, and are listed below:

Class B Asphaltic Concrete	$ 8.35 per ton
Plant Mix Bituminous Base	8.00 " "
Lime Treated Subgrade	0.81 per sq. yd.

Two sections of comparable strength were considered in the following per square yard cost comparison:

3.5" A.C.	3.5" A.C.
6.0" P.M.B.B.	9.0" P.M.B.B.
6.0" L.T.S.	
Total $ 5.20	$ 5.75

The structural section recommended on Page 1 is based on the above analysis.

7905 Terwilliger Blvd. Interchange 1973
Sec. of Pac. Hwy. in Portland
(Roadside improvement)

7905

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HNO-32)

10-7-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Multnomah	Oregon
DATE OF REPORT: 10-7-75	REPORT MADE BY: W. N. Bryant, Area Engr		PROJECT NO.: I-5-6(78)299
COMPLETION DATE: 11-30-73	ACCEPTANCE DATE BY CONTRACT AGENCY: 4-24-75	TIME ELAPSED: 100 %	CONTRACT TIME: 11/3/73 Compl.Date
APPROVED EXTENSIONS: None	LOCATION: Terwilliger Blvd Interchange on I-5- in SW Portland OR		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

OCT 20 1975

Washington

TERWILLIGER BLVD INTERCHANGE
PACIFIC HIGHWAY
Roadside Improvement

All contract work was completed on November 30, 1974 at a final cost of $35,093.40 or approximately 7 percent above the original authorized amount of $32,706.93. Contract bid item work was completed at a final cost of $28,006.13 or 10 percent above the bid amount of $25,465.00. Final cost of contingencies, anticipated items, and engineering was $1,314.32, $2,616.87, and $3,156.08 respectively.

A statement of overruns and underruns are attached to the Division Office copy of this report which satisfactorily explains all variations.

RECEIVED
OCT 21 1975
Office of
Assistant State Highway Engineer

10-21-75
cy Const.

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: W. N. Bryant — W. N. Bryant, Area Engineer		SIGNATURE: Original signed by G. K. Hossner — E. J. Valach, Dist. Engineer	
TITLE: Area Engineer	DATE: 10-7-75	TITLE: District Engineer	DATE: OCT 20 1975

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

STATE COPY

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

CARD ALL — *To be completed by Washington Headquarters Personnel* (1–2, 3–4, 5–8, 9–12, 13–15, 16–18, 19–22, 23–24, 25–27, 28–30, 31–33)

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN (X) / RURAL ( )
Oregon	Multnomah	I-5-6(78) 299	URBAN (X)

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
A		CONSTRUCTION TYPE CODES		4003		DATE STARTED: July 12, 1973
A	20	FINAL CONSTRUCTION COST	DOL.	31,437		DATE COMPLETED: November 30, 1973
A	21	LENGTH OF PROJECT	MILES	.131		TOTAL NO. BRIDGES: None

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

B	30	LABOR	TOTAL MAN HOURS: 1049	GROSS EARNINGS: 5,348.14

CARD					
B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	12,393.25	
B	9	PETROLEUM PRODUCTS	GAL.	180	
B	1	CEMENT	BBL.		
C	2	AGGREGATES PURCHASED	TON.		
C	92		CU. YD.	12	
C	3	BITUMINOUS MATERIAL	GAL.		
C	4	LUMBER	THSD BD FT		
D	5	TIMBER PILING	LIN. FT.		
D	7	REINFORCING STEEL	LB.		
D	8	STRUCTURAL STEEL	LB.		
D	10	EXPLOSIVES	LB.		
E	11	READY-MIXED CONCRETE	CU. YD.		
E	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
E	15	AGGREGATES PRODUCED	TON		
E	95		CU. YD.		
F	16	MISCELLANEOUS STEEL	LB.		
F	17	FENCING	LIN. FT.		
F	18	GUARDRAIL	LIN. FT.		
F	19	BRIDGE RAIL	LIN. FT.		
G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
G	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel (48–52, 53–61, 62–70)

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
H	6	CORRUGATED STEEL CULVERT	
J	13	CONCRETE PIPE	
K	14	CLAY PIPE AND DRAIN TILE	
L	25	CORR. ALUMINUM CULVERT	
M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV 10 72)

7905 9-1-75 STATE COPY

MONTHLY TRANSACTION NUMBER 9-48	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Multnomah
MODIFICATION NUMBER 1		PROJECT NUMBER I-5-6(78)299

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 11, 19 73, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 31,311	$ 36,054
Federal Funds	$ 28,890	$ 33,260
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantity and approved extra work order

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 8th day of September, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistnat State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Engineer)
for: G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division

Federal-aid Project
No. I-5-6(78)299

TERWILLIGER BLVD. INTERCHANGE SECTION

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, September 3, 1975

Revised Project Agreement Estimate.

Type Code Y003
Landscaping (Sta. 299+80 to Sta. 236+75)

Temporary Protection and Direction of Traffic	All Required		$ 1,750.00
*Furnishing and Placing Topsoil	924 cu.yd.	5.15	4,758.60
Furnishing and Planting Trees	40 only	17.50	700.00
Furnishing and Planting Shrubs	1,500 only	4.35	6,525.00
Furnishing and Planting Vines	650 only	0.60	390.00
Bark Mulch	37 unit	35.00	1,295.00
Sod Lawn	All Required		4,520.00
Irrigation System	All Required		7,710.00
			$27,648.60

Anticipated Items

EWO 3 Construct Concrete Strip Behind Curb	All Required	$ 2,127.83
Flagging (60% of Contractor's Cost)	All Required	250.00
Install Water Meter (City)	All Required	750.00
Furnish Water	All Required	2,000.00
		$ 5,127.83
	Subtotal	32,776.43
	10% Engineering	3,277.57
	Total	$36,054.00

*Change in Quantity
Length of Project - - - 0.00 mile

Federal Funds - - -

7905

STATE COPY

5

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
6-15		OREGON
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Multnomah
	6-11-73	PROJECT NO.
		I-5-6(78)299

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 S.W. Terwilliger Blvd. Interchange (Portland)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-2-73	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 31,311	$ 28,890

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W W Buckland
for Glen L. Green (Division Engineer)

Date executed by Division Engineer JUN 11 1973

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-5-6(78)299

TERWILLIGER BLVD. INTERCHANGE SECTION

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, June 4, 1973

Project Agreement Estimate.

Type Code Y003
Landscaping (Sta. 229+80 to Sta. 236+75)

Temporary Protection and Direction of Traffic	All Required		$ 1,750.00
Furnishing and Placing Topsoil	500 cu.yd.	5.15	2,575.00
Furnishing and Planting Trees	40 only	17.50	700.00
Furnishing and Planting Shrubs	1,500 only	4.35	6,525.00
Furnishing and Planting Vines	650 only	0.60	390.00
Bark Mulch	37 unit	35.00	1,295.00
Sod Lawn	All Required		4,520.00
Irrigation System	All Required		7,710.00
			$25,465.00

Anticipated Items

Flagging (60% of Contractor's Cost)	All Required	$ 250.00
Install Water Meter (City)	All Required	750.00
Furnish Water	All Required	2,000.00
		$ 3,000.00

Subtotal	$28,465.00
10% Engineering	2,846.00
Total	$31,311.00

Length of Project - - - - - 0.00 Mile

Federal Funds - - - - -

7905

January 21, 1975

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On January 15, 1975, we wrote to you concerning release of final payment on Contract No. 7905 awarded to Baltz & Son Company for work on the Terwilliger Boulevard Interchange Section of the Pacific Highway in Multnomah County.

Final payment on this contract is $2,138.96 and the total contract amount is $30,797.80 including $2,776.44 for work performed under force account.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

rw

cc: Baltz & Son Company
9817 E. Burnside Street
Portland, OR 97216

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and Highway	Acceptance Date
Morse Bros., Inc. No. 7859	Sanderson Bridge (Approaches) Albany-Lyons, Linn County	December 19, 1974
Workman Const. Co. & Workman Contractors No. 7895	UPRR O'xing - Hood River (Button Bridge) FAS 349, Hood River County	December 19, 1974
Hamilton Electric, Inc. No. 7901	River Road at Irvington Drive, Junction Road at Irvington Dr., Lane County	December 19, 1974
Rowell & Wickersham No. 7920	West City Limits-Mason St. (Sheridan) FAS 907 Yamhill County	December 19, 1974
White - Palos No. 7938	White Bridge, Powers Highway, Coos County	December 19, 1974
Aichele Landscaping, Inc. No. 7943	Campbell Street Interchange (Baker), Old Oregon Trail, Baker County	December 19, 1974
La Fond & Son No. 7953	Bay Ocean Road Slide FAS 616, Tillamook County	December 19, 1974
James R. Foster No. 7963	Walker Ave.-Tolman Cr. Rd. Bikeway (Ashland) Rogue Valley, Jackson County	December 19, 1974
J. A. Weaver No. 7989	La Grande Office Building Wallowa Lake, Union County	December 19, 1974

Contractor and Contract No.	Section and Highway	Acceptance Date
Palmberg Paving Co., Inc. No. 7993	Fort Stevens State Park Clatsop County	December 19, 1974
Wildish Construction Co. No. 8028	Creswell (1st Street) Lane County	December 19, 1974
Ray Kizer Const. Co. & Hannan Bros. Co. No. 7779	Rickreall-Independence Junction, Willamina-Salem Polk County	December 23, 1974
Maybo, Inc. No. 7925	Dunlway Park-Barbur Blvd. (Portland) Bikeway City St. (Terwilliger) Multnomah County	December 26, 1974
Paul Brothers, Inc. No. 8034	Tryon Creek State Park Multnomah County	December 26, 1974
Rogers Construction, Inc. No. 7764	West Pendleton Inter-change, FAS 470 Umatilla County	January 3, 1975
Copenhagen, Inc. No. 7958	Baldock Safety Rest Area Pacific Highway Clackamas County	December 12, 1974
Lundeen Coatings Associates No. 7782	Columbia River (Astoria) Bridge, Oregon Coast Hwy. Clatsop County	January 10, 1975
Baltz & Son Co. No. 7905	Terwilliger Boulevard Interchange, Pacific Hwy. Multnomah County	January 14, 1975

January 20, 1975

Administrator and State Highway Engineer

CON-5-7905

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 14, 1975

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7905, Work Completed November 30, 1973

Project Terwilliger Boulevard Interchange

Highway Pacific, County Multnomah

Type of Work Roadside Improvement

Contractor Baltz & Son Co.

Recommended Acceptance Date January 14, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:wm

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
V. Gallagher

1-15-75
letter
written

APPROVED
STATE HIGHWAY ENGINEER
DATE: 1-14-75

7905

CON-5-1058

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 2, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Per Construction Engineer

Federal-aid Project No. I-5-6(78)299

SUBJECT Request Contract Acceptance

Contract 7905, Work Completed November 30, 1973

Project Terwilliger Boulevard Interchange

Highway Pacific

County Multnomah

Establishment Period Ended December 20, 1974

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date December 5, 1974

Conditions not acceptable: None

G. L. Green
Division Engineer

RECEIVED
JAN 13 1975
Office of Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JAN 13'75
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S.COULTER

cc: F. B. Klaboe
C. T. Keasey

VG:pr

1-13-75
cy Keasey
Gallagher

7905

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Terwilliger Blvd. Interchange		WEEK ENDING: 12/7/74
		SECTION PREFIX: 626-1003
HIGHWAY: Pacific		COUNTY: Multnomah
NAME OF JOB: Terwilliger Blvd. Interchange	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Baltz and Son	CONTRACT NUMBER: 7905	FEDERAL AID PROJECT NUMBER: I-5-6(78)299
DATE OF CONTRACT: 6/1/73	DATE WORK STARTED: 7/12/73	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: 11/30/73	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 32,706.93	ENGINEERING AUTHORIZATION $ 2,856.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 29,850.43	ENGINEERING COST TO DATE $ 3,340.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 31,437.32		DATE PROJECT WAS COMPLETED: 11/30/73
ESTIMATED PERCENT OVERRUN: 5 %	PERCENT OF AUTHORIZATION 117 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				Topsoil GRADING	Trees SURFACING	Shrubs MAINTENANCE MATERIALS	Vines OIL & BITUMINOUS MACADAM	Mulch PAVING
MILES IN PROJECT								
MILES PARTIALLY COMPLETED								
MILES COMPLETED								
TOTAL ESTIMATED QUANTITIES (CONTRACT)				500	40	1,500	650	37
TOTAL QUANTITIES CORRECTED TO DATE				924	40	1,535	650	43
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				924	40	1,535	650	43
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY Dec 1	Overcast			
MONDAY 2	"			
TUESDAY 3	"			
WEDNESDAY 4	"			
THURSDAY 5	"			
FRIDAY 6	Showers			
SATURDAY 7	"			

Routing
Keasey K
Bond D
Jackmond
Harwood
Johnson
Walker
Scotland
Glenn
Berg

RECEIVED
DEC 9 1974
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY Dec 1	No activity
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No activity. Project complete. Repalcement planting finished. On 12/5/74 Wally Bryant (FHWA) and J.W. Cochell, Resident Engineer(OSHD) held a final inspection. Project was accepted. This will be the last report on this project.

cc: [redacted]
FHWA
Roy Olsen
Region
File

SIGNED J. W. Cochell LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

#7905 12-5-74 STATE COPY

cc: OSHD (H S Coulter) Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Multnomah	Oregon

IN COMPANY WITH
Jim Cochell, Resident Engineer, OSHD.

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
12-5-74	W. N. Bryant, Area Engineer	I-5-6(78)299

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	Satisfactory	100	100

COPY SENT
DEC 20 1974
Washington

TERWILLIGER BLVD. INTERCHANGE
PACIFIC HIGHWAY
Roadside Improvement

All contract work except that required during the establishment period was completed November 30, 1973. The establishment period ended November 30, 1974, at which time all required replacement planting and weeding was completed. The planting beds and lawn areas were in very good condition. The final estimated cost to complete the bid item work is $28,006.13, or approximately 10 percent above the original amount of $25,465. The final estimated engineering cost is $3,156 as compared to the original estimated amount of $2,856.50.

Since the work has been completed in apparent close conformance with the approved plans and specifications, final acceptance of the contract work is recommended.

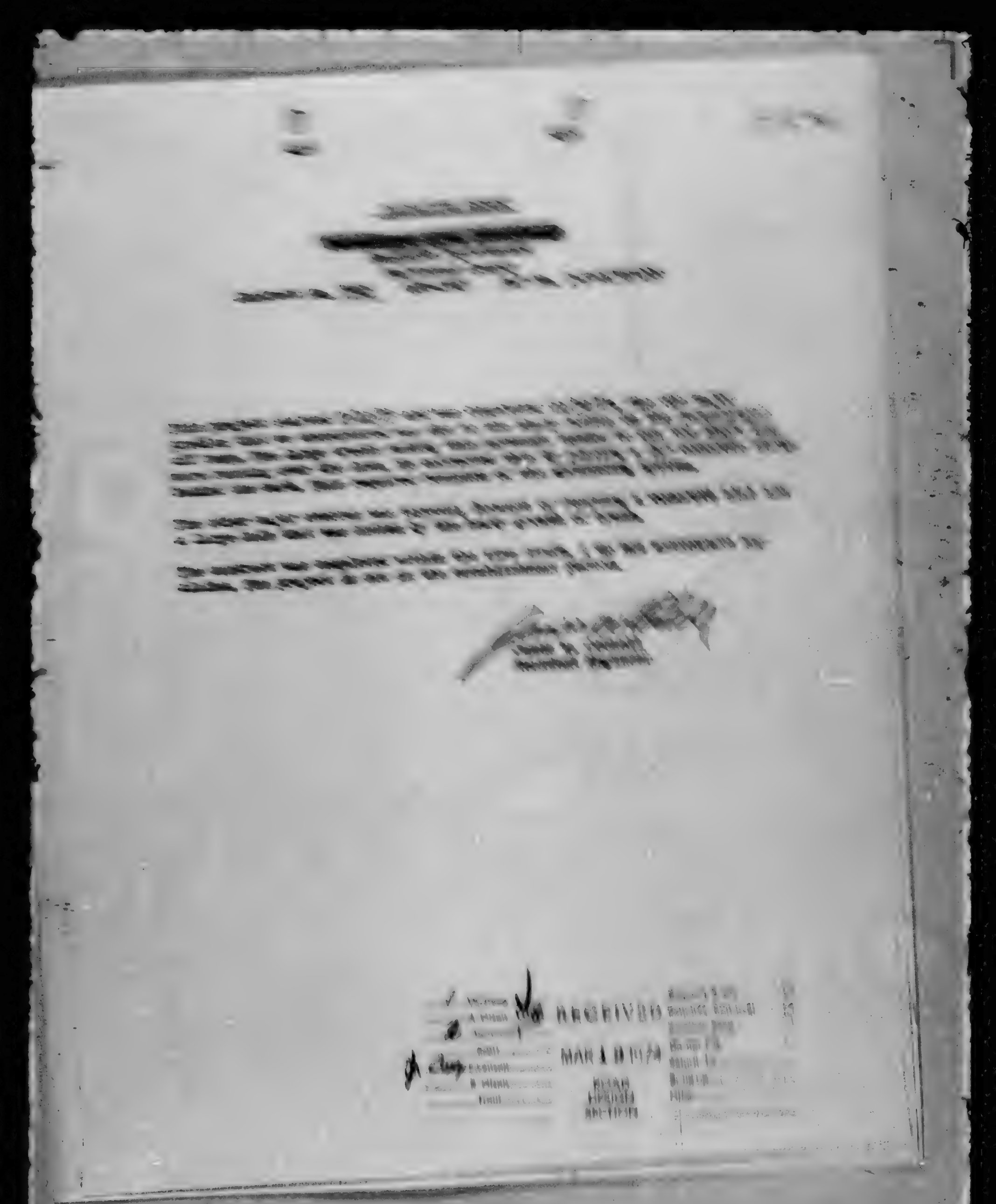
RECEIVED
DEC 23 1974
Office of
Resident State Highway Engineer

NOTED
H.S. COULTER

12-23-74
ey Const.

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions Of PR-33 B Will Not Be Used.



I-5

NARRATIVE REPORT

[redacted] Interchange
Roadside Improvement
Multnomah County
Contract No. 7905 626-1003 FAP No. I-5-6(78)299

This project started 7/12/73 and was completed 11/30/73. The one major problem that we encountered was due to the sharp radius on the Terwilliger off ramp. The large trucks making this movement tended to cut too short and were running over the lawn. We corrected this by placing a 24" concrete strip behind the curb. This required revision of the sprinkling system.

The other major overrun was topsoil. Because of removing a concrete slab and a large hole that was hidden by the heavy growth of brush.

The contract was completed within the time limit. I do not anticipate any claims. The project is now in the establishment period.

James W. Cochell
James W. Cochell
Resident Engineer

1 Verstaeg
A. Olson
2 Terpin
Scott
Cosby Swenson
R. Olson
Trnut

RECEIVED
MAR 19 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

7905

STATE COPY

FORM PR-33B
(REV. 3-68)

cc: OSHD (H S Coulter)
Section
Main DC
Bryant

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

(Check appropriate box) ☐ Contact ☐ Project Stage Inspection ☐ Final Inspection

Region No.	Report No.	County	Division
10	3	Multnomah	

Date of Inspection	Inspection Made By	Project
12-12-73	P. E. O'Neil, Asst Area Engineer	Oregon

In Company With				
Stan Inlow				
Quality of Work	Progress of Work	Time Elapsed	Work Completed	
Satisfactory	Satisfactory	100 %	100 %	

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.
(*Not applicable for all Contracts.)

*Jim Cockall, Res Engr
H. L. Spooner, Landscape Architect
D. R. Adams, Res Constr Engr
C. Hamelton, Contractor

DEC 19 1973
REGIONAL OFFICE

TERWILLIGER BLVD. INTERCHANGE SEC.
PACIFIC HIGHWAY
Roadside Improvement

All the original plantings and installation of the sod lawn were completed on November 30, 1973. The planting beds were in excellent shape and the plants looked quite healthy. The sod lawn had some high and low spots. The contractor indicated he would try to alleviate this problem by rolling these areas.

Trucks using the offramp are cutting the corner too sharp and riding over the curb into the lawn areas. They have run over some of the sprinkler heads that are in the vicinity of the curb line. I recommended to the State that we put in a paved berm and move the sprinkler heads. The State plans to do this by extra work and estimated the cost to be about $1,500 for a concrete berm.

The only substantial overrun in contract items was the topsoil. This was due to an underestimation of an existing hole and the replacing of the material removed under extra work order #2 where PGE had a substation located that was not noted on the plans.

RECEIVED
DEC 20 1973
Office of
Assistant State Highway Engineer

12-20-73
cy Cont.
Yours

H. S. COULTER

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

7405

5

FORM PR-33C: OSHD (H S Coulter)
(REV. 3-68) Region
Wash DC
Area Engr Bryant

10/16/73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS cst

INITIAL INSPECTION REPORT

(Check appropriate box) [X] Contact [ ] Project Stage * [ ] Statewide Inspection-In-Depth

Region No.	Report No.	County	Division
10	1	Multnomah	Oregon

Date of Inspection	Inspection Made By	Project No.
10-16-73	P. E. O'Neil, Asst Area Engineer	I-5-6(78)299

In Company With
Jim Cochell, Resident Engineer, OSHD.

Location
The Terwilliger Blvd. Interchange on I-5 in the City of Portland, Oregon

Contractor Name and Address
Baltz & Son, Portland, Oregon.

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
6-1-73	$25,465.00 Spec	Comp Date-11-3-73	6-1-73	7-12-73

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	75 %	3%

Roadbed (Width) (Feet 0. to 0. of shoulders)

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)	TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Landscaping	Y003	NA	NA	NA	NA	NA	NA	NA

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

11-6-73 Coulter cy sent

COPY SENT
OCT 31 1973
REGIONAL OFFICE

H.S. COULTER NOTED

TERWILLIGER BLVD. INTERCHANGE SECTION
PACIFIC HIGHWAY
Roadside Improvement

This project provides for the landscaping of the I-5 southwest Terwilliger Blvd. Interchange in the City of Portland. The landscaping will consist of furnishing and placing of topsoil, furnishing and planting trees, shrubs, vines, and a sod lawn. There will also be the installation of a fully automatic irrigation system.

The contractor has recently commenced working on the irrigation system. He was using the proper construction procedures for the installation of the irrigation lines. They have placed most of their topsoil and soil conditioners.

An extra work order in the amount of $500 is forthcoming to cover the cost of the removal of an old PGE substation that was not indicated on the plans. Approval of the extra work order is recommended.

The contractor has submitted the required monthly EEO reports to the resident.

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

7905

5

7905

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 28, 1973

Baltz & Son Company
9817 East Burnside Street
Portland, Oregon 97216

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7905 for roadside improvement on the Terwilliger Boulevard Interchange Section of the Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Robert Bothman
James Cochell
Roy Olson

7905 6-7-73

Form A-106—SM

G-1P

STATE FORCES NOT INVOLVED

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Terwilliger Boulevard Interchange Date 6-7 19 73

Highway Pacific I-5 Contract No. 7905 F. A. Project No. I-56(78)299

County Multnomah Prefix 626-1003 Account No. 285-01 ~~270-01~~

Description of Work To Be Done:

Install 1½" Water Meter & connect to existing water main.

Location by Station Numbers:

North of Station 230+00

INFORMATIONAL COPY

Estimate of Quantities and Costs:

Material	----------	$ 300.00
Labor	----------	200.00
Equipment	----------	250.00

Explanation:

City of Portland Water Bureau to make installation work authorized under contract Authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $ 32,706.93

Present estimate of project cost, including

$ 750. for work under this order $ 32,706.93

Expected under-run / over-run (amount) . . . . . $ 0

Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approved: [signature] ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Construction Engineer.

State Printing

S

7905

June 4, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM ORIGINAL SIGNED BY
L. H. YOUNG
L. H. Young, Office Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of May 31, 1973, is requested in the award of contract for the Terwilliger Blvd. Interchange Section, Project No. I-5-6(70)299.

The contractor receiving the award is Baltz and Son Co., in the amount $25,468.00, with Contract No. 7905 assigned. This bid was received on May 24, 1973, and awarded June 1, 1973.

All right-of-way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration
endorsement.

Date _____

I concur in the award.

Glen L. Green
Division Engineer

DAR:bb

7905

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

5-11-73

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-6(78)299

STATE PROJECT NO.
TERWILLIGER BLVD.
INTERCHANGE SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
MULTNOMAH

ITEM NO.
I-730

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAY 14 73
REFER TO
FOR
[ ] Info
[ ] Inves
[ ] R/D
[ ] D/R
[ ] Sign
[ ] Act
[ ] File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MAY 2, 1973	MAY 2, 1973	INTERSTATE ROUTE I-5
		STATE ROUTE NUMBER: PACIFIC HIGHWAY ROUTE #1

GENERAL LOCATION:
PORTLAND

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $250.00, INSTALL WATER METER $750.00 AND FURNISH WATER IN AMOUNT OF $2,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) — CONTRACTOR'S FLAGGING $250.00; INSTALL WATER METER $750.00; FURNISH WATER $2,000.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S APRIL 30, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
MAY 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5-15-73
Copy going

NOTED
E. S. HUNTER

NOTED
A. E. JOHNSON

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-11-73	Glenn W. Cassidy	for DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBER 4-12

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-9-73

BY (Signature): L.H. YOUNG'S LETTER OF NOVEMBER 1, 1972

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 730 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
730	I-5-6(78)299	0.0	50,000	46,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
TERWILLIGER BLVD. INTERCHANGE SECTION. MULTNOMAH COUNTY.	LANDSCAPING

NOTED
E. S. HUNTER

Orig - Young
4-10-73

RECEIVED
STATE HWY ENGR
APR 10 '73
REFER TO
FOR
Info | Invest | R/D | DJR | Sign | Act | File

Cy Hunter/file
4-10-73

4-9-73

RECEIVED
APR 10 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-9-73	VERNON V. CUSACK, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

7905

RECEIVED
DEC 1 1972
FOR FILING

7905

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 9, 1973
Salem, Oregon

SUBJECT:

To: Mr. Frank Hall
Design Engineer

B U I L D I N G

Please proceed with preparing plan, specification and estimate for landscaping of the Terwilliger-Baldock Freeway Interchange area. This will be an I project and the funding will depend entirely upon the outcome of the lettings for the next three months.

You should have the project ready for March letting in case funds are available.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: F. B. Klaboe
L. H. Young
L. W. Rulien

Plans are ready.

1 Hall
A. Olson
3 Tarpenning
Foster
Wilson
2 R. Olson copy

RECEIVED
JAN 10 1973
DESIGN SECTION

Required Report ☐
Required Approval ☐
Required Map ☐
Original File 1
Return To
Bring Up / /
Other

OREGON STATE HIGHWAY DIVISION

7905

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 27, 1972

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM George M. Baldwin
George M. Baldwin
Administrator of Highways

SUBJECT Negative Declaration
Roadside Improvement Projects

This negative declaration is to accompany our request for Federal Aid approval for the subject roadside improvement projects.

LOCATION AND DESCRIPTION OF PROJECT

Halsey Interchange-Lane County Line Section
Pacific Highway, Interstate 5
Linn County

Cedar Hills Interchange Section
Beaverton-Tigard Highway, MP 0.00 - MP 0.28
Washington County

NOTED
R. D. ASBURRY

Cedar Hills Interchange-Beaverton Interchange
Beaverton-Tigard Highway, MP 0.28 - MP 1.91
Washington County

Klamath Falls (First St.-Esplanade) Section
Klamath Falls-Malin Highway, MP 6.26
Klamath County

185th Avenue Interchange Section
Sunset Highway, MP 64.29
Washington County

NOTED
L.H. YOUNG

RECEIVED
DEC 30 1972
PROGRAMMING SECTION

Walker Road Interchange Section
Beaverton-Tigard Highway, MP 0.92
Washington County

Terwilliger Boulevard Interchange
Pacific Highway, MP 297.18
Multnomah County

The above projects are typical of the Oregon Highway Division's program of roadside planting of trees, shrubs, and vines, installation of irrigation systems, and seeding and mulching. Soil preparation and grading of the affected portions of the highway right-of-way will thus be accomplished.

PURPOSE OF PROJECT

The overall purpose of roadside improvement projects is to improve the visual profile of the highway, the roadside, and the neighboring community. There are other specific purposes of landscape plantings: plantings control erosion, screen headlights from opposing traffic, and provide vegetation buffers for residents close to the highways.

Wherever possible, planting areas are designed to channel vision and more effectively guide the motorist through interchanges, and to provide relief to visual monotony by creating variations in the landscape.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The subject landscape projects will lie within the existing highway right-of-way, so other land uses in private control will not be pre-empted.

Adequate signing will protect the motorist while the work is in progress.

The substantial benefits to the natural and social environment provided by plantings for erosion control, community screening, and highway beautification will far outweigh the temporary disruption of the existing right-of-way. The projects will be a permanent asset to the communities and to the highway user.

BASIS FOR NEGATIVE DECLARATION

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly affect the quality of social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur G. L. Green Division Engineer

Date DEC 19 1972

GAP:bb

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
F. L. Hall
R. E. Royer
Victor Wolfe
L. H. Young
J. F. Putnam
H. S. Coulter
L. W. Rulien

MAI 13 5

RECEIVED
NOV 2-1

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 1, 1972

TO 7905

G. L. Green, Division Engineer
~~R. F. Simpson, Division Engineer~~
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT Program Data Submission
Project I-5-6(78)299

We are submitting program data for one Interstate project, Item No. 730, Project No. I-5-6(78)299, "Terwilliger Blvd. Interchange Section", which we desire to have included in the Federal-aid Interstate Program.

Public hearings are not required for this project under provisions of paragraph 6(c) of PPM 20-8.

This project is exempt from State and District 2 Clearinghouse reviews and comments under working agreements dated April 28, 1970 and October 16, 1970, respectively.

A "Negative Environmental Statement" will be submitted, as a separate action, under the provisions of PPM 90-1.

The landscape work under this project is a stage of construction of the ultimate highway facility, based on the fact that it is part of the scenic enhancement portion of the work necessary to bring to "Interstate Standards" this section of roadway. The proposed roadside improvement work was shown on the plans for the landscaping project I-5-6(33)298 but was not included in the contract, as this portion of the landscaping was to be accomplished at a later date. Therefore, the requirements of PPM 20-8 were complied with under said project, I-5-6(33)298, for this proposed landscaping.

Enclosed, for your study of the proposed project, is one copy each of full size preliminary plan sheets 2, 3 & 4.

Enclosure

JG:ed

Budget Bureau No. 41-R2067; Approval

U.S. DEPART
BUREA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

11-1-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (19)(20) — PROJECT LOCATION (45 typewriter spaces): I-5 SW Terwilliger Blvd Intchge (Portland) (21)(65)

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STA CO
	65,000	82,650 (66)(70)	92 (71)(73)	10	Oregon	3 (22)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Landscaping (28)(62) — NATL. FOREST (63)(65) — FH ROUTE NO. — SUPV. AREA — DA CLASSIF. — DA AREA — EMERG. YR. (72)(73) — PL. AUTH YR (74)(75)

PROJECT NUMBER: PREFIX LETTER (8): A — NUMBER: 5-6 (14)(28) — SEQ. (78

CARD 4 — CLASS OF FEDERAL FUNDS: Interstate — COUNTY NAME: Multnomah — CODE: 051 (14)(16)

NAME OF URBAN AREA: Portland (17-31) — ROUTE NO. I — FEDERAL-AID: I-5 (32) — STATE (36)(37) — U.S. I-5 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(1-4)(5)	(16)	41	42	43-46	53		(54)(58)	(59)(66)	(67)(76)		
1					PE		I-5 SW Terwilliger Blvd Intchge (Portland)					
3					ROW							
5					CONST (CODE) Y003		"Terwilliger Blvd. Intchge. Sec."	0.0	50,000	46,000	4,000	
							PROJECT TOTALS	0.0	50,000	46,000	4,000	

(116) (23) (24) (33)

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

REMARKS: Additional Data: Item No. 24
No. I-5-6(33)298

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US

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
T	65,000	82,650 (66) (70)	92 (71) (72)	10	Oregon	35 (2) (3)	042 (4) (8)	730 (14) (18)

ADD'L	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
				PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(70)	(71)	(72) (73)	(74) (75)	I- 14 23	5-6 7 13	(78)	299 (24) (26)	27

COUNTY NAME: Multnomah — CODE: 051 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I — FEDERAL-AID: I-5 (32) — STATE (36) (37) — U.S.: I-5 (41)

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(66)	(67) (76)			Landscaping consisting of furnishing & placing topsoil, furnishing & planting trees, shrubs, vines and sod lawn, installation of an auto. irrigation system & incidental work common to this type of project.
				ROW-300' normal; Access control-full; Parking restrictions -complete.
50,000	46,000	4,000		
50,000	46,000	4,000		
(23)	(24) (33)			

REMARKS

Additional Data: Item No. 240; Project No. I-5-6(33)298

-OVER-

USCOMM DUSCOMM-DC 48908-P61

TERWILLIGER BLVD. INTCHGE. SECTION

PROJECT I-5-6(78)299

REMARKS - continued

Information for PR 37-B: ROW-1; ROW-F; Sanitary Facilities-N

Project Data: The work under this project consists of furnishing and placing topsoil, furnishing and planting trees, shrubs, vines and sod lawn, installation of an automatic irrigation system and incidental work common to this type of project.

Clearinghouse: Exempt from State and District 2 reviews under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: The work under this project is one of the steps toward accomplishing the construction of the ultimate highway facility, based on the fact that it is part of the scenic enhancement portion of the work necessary to bring to Interstate Standards this section of roadway. The proposed roadside improvement work was shown on the plans for the landscaping project I-5-6(33)298 but was not included in the contract, as this portion of the landscaping was to be accomplished at a later date. Therefore, the requirements of PPM 20-8 were complied with under said project I-5-6(33)298 for this proposed landscaping.

Environmental Statement: A "Negative Environmental Declaration" is being processed under separate action.

7705

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: October 3, 1972

To: MEMO TO THE FILE

FROM: L. W. Rulien
Regional Engineer

1 Hall H
A. Olson
Terpstra
Scott
Swenson
copy to Olson
T

RECEIVED
OCT 9 - 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

SUBJECT: Landscaping - Terwilliger Blvd. Interchange
I-5 - Portland

On this date, October 3, 1972, Roy Olson and I made an inspection of the subject area. The area has never been formally landscaped. Although plans were drawn about seven years ago, a project was never let. Consequently the area is pretty "native". Recent completion of the safety project on I-5 in this area called for a GM-type concrete shoulder barrier along the southbound off ramp. This barrier is very effective to traffic; however, it did add additional exposed concrete to an area which already had fairly high exposed concrete retaining walls.

It appears that the SW quadrant of this interchange should be landscaped. It needs a sprinkler system, ground cover planting on the steep ground, and a lawn (a sodded lawn would be very applicable and show quick results). In addition, it appears that the harshness of some of the exposed concrete can be softened by some judicious plantings. There is also a triangular portion of right-of-way to the south and just outside of the southbound off ramp loop that should be planted.

Mr. Olson is going to upgrade the old landscape plan and indicates that a very shotgun estimate of the project cost would be about $50,000.

REFERRED TO
R. Olson
Please proceed as noted.

RECEIVED
STATE HWY ENGR
OCT 4 '72
REFER TO
FOR
Info | Prelim | R/D | D/R | Design | Const | Maint

RECEIVED
OCT 6 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

LWR/cr
cc Tom Edwards
F. B. Klaboe
A. E. Johnson
Roy Olson
D. R. Adams

Hall
Johnson
Plan copies
Scott
FBK

RECEIVED
SEP 28 1972
FOR FILING

7905

September 27, 1972

Dr. John R. Howard, President
Lewis and Clark College
Portland, Oregon 97219

Dear Dr. Howard:

As a follow-up on your letter to Mr. Glenn L. Jackson in regard to landscaping at the turnoff at Terwilliger bridge, I am asking Mr. Roy Olson, Landscape Engineer, to contact Mr. L. W. Rulien, Regional Engineer, and come up with a plan of improvement of that area.

I am sure that together they will arrive at something that will be pleasing to you.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

LPS:ajw jf

bc: F. B. Klaboe
L. P. Shaw
Roy Olson
L. W. Rulien

RECEIVED
SEP 18 1972
OFFICE OF
Glenn L. Jackson

Reply

Portland, Oregon 97219
Telephone (503) 244-6161

Lewis and Clark College

Office of the President

September 15, 1972

Mr. Glenn Jackson
Pacific Power & Light Co.
920 S. W. Sixth Avenue
Portland, Oregon

Dear Glenn:

You will forward this note to the appropriate person, I hope, and excuse me for writing it directly to you. I was just too lazy to look into the organization for the right office.

I write to request that more consideration be given to the landscaping and maintenance of the turn-off from the freeway at the Terwilliger bridge. This is the route which serves the College and is one of the busiest exits in the City. The area has never been fully landscaped and it is very rarely mowed or given any attention. Since so many people pass it, I know they share with me the wish that it could be made more attractive.

If there is no staff to do this job, perhaps the Highway Department could contract with Lewis and Clark and we could assign a few students to the task.

Thanks for your consideration.

Cordially,

John R. Howard

JRH/h

7906 Nestucca River (Pacific City) Br. 1973
Sec. of FAS 618 near Pacific City
(Structure)

C&A 4677 - 3/29/23

V. Atiyeh
GOVERNOR

Department of Transportation

RESEARCH Section
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

February 15, 1979

RECEIVED
STATE HWY ENGR
FEB 16 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

Subject: Category II Experimental Projects
Concrete Sealants
Your File HPD.3-OR/430.2

copy 5
Rex
DP.

Mr. Pillsbury's January 24, 1979 letter suggested that a final report be prepared on all concrete sealants under study so this experimental project can be terminated.

In addition to Tri-Kote Type 1 and Type 2, we are studying Thompson's Water Seal and Madden Macryseal 18. We feel the only way to obtain a valid measure of performance of these materials is by determining the chloride ion content in the concrete on which they were used over a period of several years. For that reason, we suggest that these two products remain active in the Experimental Features Program until further chloride tests are made.

Your letter states a form 1461 was not submitted for this project in October 1978. Our file has a copy of a report dated October 9, 1978, so the form was prepared. Apparently we neglected to transmit it. We note it was omitted in the letter of transmittal.

I have attached a copy of that report for your record.

If there is an urgency to close the project, it could be done. However, we would only be able to provide a very superficial evaluation at this time.

Gordon Beecroft

GORDON BEECROFT
Research Engineer

cc: H. S. Coulter
D. H. Moehring
W. J. Hart

GB:pf

#7906

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 24, 1979

In reply refer to: HPD.3-OR/430.2

SUBJECT: Category II Experimental Project
Final Report - Tri-Kote Concrete Sealant

FROM: G. L. Green, Division Administrator

TO: Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

copies 5' Re: concrete sealants

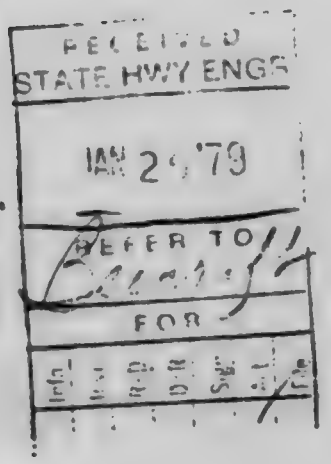
Mr. Hart's January 10, 1979 letter transmitted a preliminary and final report on the application of Tri-Kote to a coastal bridge. While the conclusions are somewhat subjective, they appear valid. We, therefore, accept this part of the overall experimental project as complete.

We note in our files that a Form 1461 was not submitted for this project in October 1978 with the other experimental. This oversight should be corrected.

The last time this project was reported was March 1978. The report states that two other sealants are included in this project. We would appreciate it if you could get reports out on these, too, so this project can be terminated.

for G. L. Green

cc:
ODOT (G Beecroft)
ODOT (W Hart)



orig. to [illegible] cy. to

MAINT
11366A 7906

January 10, 1979

Ray Baggarley
Director of Public Works
Tillamook County Courthouse
Tillamook, OR 97141

Concrete Sealant Reports
Nestucca R. (Pacific City) Bridge
Bridge 11366A, Contract 7906

Enclosed are copies of reports covering the application and serviceability of the concrete selant that was used on the Nestucca River Bridge at Pacific City.

These reports are being sent in the hope that the information they contain will be of interest to you.

Walter J. Hart
Structural Design Engineer

Paul A. Anderson
Office Engineer
Structural Design Section

Enclosure

cc C. O. Fredrickson

PAA:dh

NOTED
P.A. ANDERSON

11366A 7906

Tri-Kote
CAT. II EXPO

January 10, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Category II Experimental Project
Tri-Kote Concrete Sealant
Nestucca R. (Pacific City) Bridge
Bridge 11366A CON 7906

Enclosed are copies of the reports, dated August 19, 1974 and December 22, 1978, on the subject Category II Experimental Project.

The December 22 report is the final report and completes the project.

Walter J. Hart
Structural Design Engineer

Paul A. Anderson
Office Engineer
Structural Design Section

PAA:dh
Enclosures

NOTED
P.A. ANDERSON

File 529-1090

TRI-KOTE CONCRETE SEALANT REPORT No. 2

Category II Experimental Item

FAS 618

Nestucca River (Pacific City Ezra Beachy) Bridge

Bridge Number
11366A

Tillamook County

Contract No. 7906

22 December, 1978

Charles W. Elroy

Resident Engineer

RECEIVED
BRIDGE SECTION

In November, 1973, under a Category II Experimental Program, Tri-Kote Concrete Sealant TK-18 (clear) and TK-26 WG (pigmented) was applied to the concrete surfaces of the Nestucca River (Pacific City) Bridge. At that time a report was made commenting on the following:

1- Condition of the concrete surfaces prior to and during application of the sealant.
2- Weather conditions and temperatures during application.
3- Method of application
4- Any and all problems encountered with the application.
5- Approximate cost per square foot of the completed work.
6- Impressions as to the effectiveness of the material.

This same experimental program requested that a second report be made after an inspection of the material three years from the date of application. Due to an oversight, this second inspection and report was not made until five years after the original application.

Thursday, December 21, 1978, Richard Bastedo, Transitman/Inspector, and myself made an on-the-jobsite inspection of the Tri-Kote System.

As reported in the first report, the deck surfaces were covered with Asphaltic Concrete, therefore making it almost impossible to tell how the Tri-Kote sealant TK-18 (clear) has held up after five years of weathering. The day of this second inspection was overcast with the temperature in the low forty's, but had been raining throughout the night and early morning hours. No water was coming out of the drain holes cast in each of the prestressed Box Beam Sections and there were no signs of water penetration in the sidewalk area. This leads me to believe that the Tri-Kote Sealant is doing it's joo. I would suggest that the sidewalk area be given another coat of clear TK-18 before the elapse of too much time as the sand carried by wind and foot traffic acts as an abrasive and cuts off the outer coating of sealant.

Tri-Kote concrete sealant TK-26 WG (pigmented) that was applied to the "G" rail, posts, wingwalls, sides and bottoms of a prestressed box beam and slabs, and the sides, ends and bottoms of the pile caps continue to have a visible film of the pigmented sealant and it appears to be doing the water proofing job for which it was intended. The TK-26 WG pigmented sealant applied to the pre-stressed box beam and slab bottoms caused pinholeing when the sealant cured. This was caused by the thinners used in the vehicle. When the sealant cures, the thinners have to escape, creating minute pinholes in the coating. Tie-wire ends left in the bottom of the steel forms when the Box Beams and Slabs were cast became lightly covered with concrete grout. The setting of this Nestucca Bridge (of which the prestressed slabs and box beams are a part) lies within a marine environment where chlorides infest the bridge surfaces. These chlorides find their way through the minute pin holes (left by the Tri-Kote Sealant applications) corroding the tie-wire pieces. This reddish brown corrosive matter oozes through

RECEIVED

these minute openings in the sealant and leaves rust splotches on the surfaces.

It became necessary during the original application of the TK-26 WG Sealant to the Type "G" Rail, End Posts, sides of the Prestressed Box Beams and Slabs and Pile Caps to use a grout paint over the sealant in order to obtain a uniform color coverage. It was also unknown at the time of original application if the Tri-Kote system and the Pabco Bonded Grout Paint were compatible with each other. My recent inspection of the concrete surfaces has proved to me that the two paints are compatible and both are doing their respective jobs.(protection of the concrete surfaces and uniform color coverage for cosmetic purposes).

In summation, I believe the Tri-Kote System is doing what the manufacturer said it would do, but like all paints and sealers they need to be watched and re-painted when signs of breakdown appears. This information should be passed along to the Tillamook County Board of Commissioners so it can be added to their Bridge Maintenance program.

RECEIVED
SURFACE SECTION

7906.

6/27/75

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
S-152(2)	Tillamook	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Construction of a 426-foot long 32-foot wide bridge over the Nestucca River on FAS 618 at Pacific City in Tillamook County.

COPY SENT

JUN 24 1975

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Workman Construction Co. & Workman Contractors, Inc.	$ 292,948.00 Washington

7. *CERTIFICATION:* ***I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.***

SIGNATURE *(SHD Official)* H. S. Coulter

TITLE Constr. Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

NOTED H.S. COULTER

RECEIVED
JUN 25 1975
Office of Assistant State Highway Engineer

9. IMPROVEMENT AS CONSTRUCTED

ROADBED *(Width _____ feet)*			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*	TYPE CODE NUMBER	NET LENGTH *(Miles)*
6-27-75 eg Const.			X081	0.081

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
P. V. Riedl	June 11, 1974

12. IN COMPANY WITH Ted Litchfield, C. Elroy, OSHD; C. D. Bailey, F. E. Knight, R. F. Bowman, Jess Tibbetts, Tillamook County; Mr. Workman, Contractor.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE Original Signed P. V. RIEDL P. V. Riedl		16. SIGNATURE Original signed by G. K. Hossner G. K. Hossner	
14. TITLE Area Engineer	15. DATE 6-17-75	17. TITLE District Engineer	18. DATE 6-24-75

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

7906

J

OREGON STATE HIGHWAY DIVISION

September 26, 1974

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

State Treasury Department
103 State Capitol Bldg.
Salem, OR 97310

Re: Treasurer's Receipt #861 (TCD 16548-$14,698.90)
Contract 7906
Workman Construction Co. & Workman Contractors, Inc.

Attention: Merle Crowe, Cashier

State Highway Contract #7906, for which the above deposit was made, has been completed and this TCD is no longer required in lieu of retainage on this contract. The Treasurer's Receipt can be cancelled and the TCD returned to the contractor.

Vernon E. Skoog, Controller

by: _____
R. J. Hacek
Accounting Systems Officer

CRP:njc

cc: Workman Construction Co. &
Workman Contractors, Inc.

bc: C. W. Head
John Bond
V. Gallagher
Charles Barrett

NOTED
C. W. HEAD

EXHIBIT C

CORRECTED COPY

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and Highway	Acceptance Date
B-G Paint Co. No. 7737	Youngs Bay Bridge Oregon Coast Highway Clatsop County	August 26, 1974
Hall International No. 8009	Odell Lake Rock Production, Willamette Highway, Klamath County	August 29, 1974
William D. McBee No. 7936	Deadmans Creek Slide Wilson River Highway Tillamook County	August 29, 1974
Horton Bros., Inc. No. 7944	Harris Beach State Park Curry County	September 5, 1974
Workman Construction Co. and Workman Contractors No. 7906	Nestucca River (Pacific City) Bridge, FAS 618, Tillamook County	September 6, 1974

September 24, 1974

Administrator and State Highway Engineer

7906

September 11, 1974

Safeco Insurance Co.
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

Contract No. 7906 awarded to Workman Construction Co. and Workman Contractors, Inc. for work on the Nestucca River Bridge Section in Pacific City of FAS 618 in Tillamook County was completed on May 31, 1974 and accepted by the Administrator and State Highway Engineer on September 6, 1974.

Final payment in the amount of $30.38 will be released to the contractor after September 16, 1974. The total contract amount is $292,413.75 including $180 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Read
COMMISSION SERVICES

vw

cc: Workman Construction Co. and
Workman Contractors, Inc.
P. O. Box 520
Canby, OR 97013

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on September 6, 1974, I accepted the following:

Contract No. 7906 , Work Completed May 31, 1974

Project Nestucca River (Pacific City) Bridge

Highway FAS 618 County Tillamook

Type of Work Structure

Contractor Workman Construction Co. & Workman Contractors

Administrator and
State Highway Engineer

7906

BOARD OF COMMISSIONERS
R. F. BRENNAN
F. E. KNIGHT
CHAS. D. BAILEY

JUL 25 1974

· NOTED
C. W. ELROY

TILLAMOOK COUNTY BOARD OF COMMISSIONERS
P. O. Box 266
TILLAMOOK, OREGON 97141

Prefix 529-1090
Contract 7906

July 24, 1974

Mr. Charles Elroy
State Highway Division
719 First Avenue
Seaside, Oregon 97138

Dear Mr. Elroy:

The Tillamook County Board of Commissioners hereby accepts the Pacific City Bridge on behalf of said Tillamook County.

Sincerely,

Chas D Bailey

Chas D. Bailey, Chairman

F. E. Knight, Commissioner

R. F. Brennan, Commissioner

cc: County - City
Secretary
Construction

7906

CORRECTED COPY

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: NESTUCCA RIVER (PACIFIC CITY) BRIDGE		WEEK ENDING: 1 JUNE 1974
		SECTION PREFIX: 529-1090
HIGHWAY: FAS 618		COUNTY: TILLAMOOK
NAME: NESTUCCA RIVER (PACIFIC CITY) BRIDGE	KIND OF WORK: STRUCTURE	
CONTRACTOR: WORKMAN CONSTRUCTION COMPANY AND WORKMAN CONTRACTOR'S INC	CONTRACT NUMBER: 7906	FEDERAL AID PROJECT NUMBER: S-152 (2)
DATE OF CONTRACT: 1 JUNE 73	DATE WORK STARTED: 5 JULY 73	ESTIMATED COMPLETION DATE: 1 JUNE 74
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 150	WORK DAYS USED / CALENDAR DAYS USED: 140
	SPECIFIED COMPLETION DATE: NE	PERCENT OF TIME ELAPSED: 93%
PROJECT AUTHORIZATION: $ 334,765.98	ENGINEERING AUTHORIZATION: $ 26,545.32	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 308,220.66	ENGINEERING COST TO DATE: $ 31,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 292,248.00		DATE PROJECT WAS COMPLETED: 31 MAY 74
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4 %	PERCENT OF AUTHORIZATION: 113%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			NOT APPLICABLE				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED	NOT APPLICABLE - STRUCTURE ONLY				
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	11366A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	OCNL SHWRS	NO		
MONDAY	CLOUDY SKIES	NO		
TUESDAY	CLEAR & WARM	YES		PAINTING OPERATIONS BEGAN
WEDNESDAY	OCNL LIGHT SHWRS	YES		CEASE-OPERATIONS ORDER LIFTED THE 28TH OF MAY 74
THURSDAY	CLOUDY	YES		SPECIAL PAINT ARRIVED
FRIDAY	CLEAR SKIES	YES		
SATURDAY		NO		

Routing: Keasey, Boyd, Jackmond, Harwood, Johnsen, Scofield, Glenn, Berg

RECEIVED
JUN 13 1974
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 26 MAY 74	NO ACTIVITY
27 MAY 74 MONDAY	NO ACTIVITY . HOLIDAY
28 MAY 74 TUESDAY	BEGAN APPLICATION OF PABCO BONDED GROUT PAINT TO THE PARAPET RAILS AS REQUESTED BY THE STATE
29 MAY 74 WEDNESDAY	PATCHED OR CHIPPED ROUGH UNEVEN SPOTS IN THE SIDEWALK. THE WAS REQUESTED BY MR. A. C. HARWOOD, FIELD CONST. ENG'R PAINTED PARAPET RAILING WITH PABCO BONDED GROUT
30 MAY 74 THURSDAY	COMPLETED APPLICATION OF PABCO BONDED GROUT TO THE PARAPET RAILS TWO COATS OF PAINT WERE APPLIED TO THE ROADWAY SIDE OF BOTH RAILS
31 MAY 74 FRIDAY	NO ACTIVITY
1 JUNE 74 SATURDAY	

REMARKS

30 MAY 74: PROJECT ACTIVITY WAS COMPLETED

1 JUNE 74: COMPLETE SEMI-FINAL FOR THE PROJECT

THIS IS FINAL REPORT

Charles W. Elroy

SIGNED Charles W. Elroy LOCATION Seaside
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F218

7906

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE February 26, 1974

TO C.W. Head V. Gallagher
John Bond John Herr

FROM V.E. Skoog, Fiscal Officer, OREDOT
By: R.J. Hacek, Accounting Systems Supervisor

SUBJECT Contract 7906
Workman Construction Co.

Treasurer's Receipt #1106 (Safekeeping Receipt #163 TCD 17071) in the amount of $14,698.90 has been deposited in lieu of retainage on Contract 7907. Treasurer's Receipt #861 (TCD 16548) in the amount of $14,698.90 has been returned to Workman Construction Co.

The deposit and withdrawal are of equal value so no change resulted in the total amount on deposit.

Copies of Treasurer's Receipt and letters will be filed (in contract file) in the Administrative Services Office.

CRP:pl

NOTED
C. W. HEAD

RECEIVED
FEB 26 1974
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1106

SAFEKEEPING RECEIPT

Received for Account of Workman Construction Co.
Hiwy 99E Canby, Oregon 97013

Date Feb. 25, 1974

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Safekeeping Receipt No. 163 representing Time Certificate of Deposit No. 17071 Assigned to State of Oregon. Held at Canby Union Bank, Canby, Oregon Due Feb. ;1 14, 1975. Dated Feb. 19, 1974	163	1	14,698.90				14,698.90
							14,698.90

Purpose of Deposit In lieu of retainage on Oregon State Highway Contract No. 7906

Authority ORS 279.375

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 25, 1974

Canby Union Bank
P. O. Box 190
Canby, Oregon 97013

Treas Receipt #861

Gentlemen:

Reference your letter dated February 20, 1974, please find enclosed Time Certificate of Deposit number 16548 in the amount of $14,698.90 for credits of Harold E. or Patricia Workman, which matured on February 14, 1974.

Treas. Receipt #1106

We acknowledge receipt of your receipt for Security number 163, dated February 19, 1974, which covers T.C.D. number 17071 in the amount of $14,698.90, due February 14, 1975, which replaces the maturing T.C.D. number 16548.

Kindly acknowledge receipt by signing the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Workman Construction Company
cc: Oregon Highway Division, attn: Dick Hacek

RECEIVED
FEB 26 1974
Contract Acctg.

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 25, 1974

Workman Construction Company
Highway 99 E
Canby, Oregon 97013

Gentlemen:

As evidenced by the enclosed copy of a letter to the Canby Union Bank, Canby, Oregon, we have released and mailed to them your matured T.C.D. number 16548 in the amount of $14,698.90.

We are enclosing State Treasury safekeeping receipt number 1106 which covers T.C.D. number 17071 in the amount of $14,698.90, held at the Canby Union Bank,

We have credited your State Highway Contract number 7906.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Div. attn: Dick Hacek

RECEIVED
FEB 26 1974
Contract Acctg.

COPY

7906

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

October 3, 1973

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

NOTED
E. S. HUNTER

Dear Sir:

Falsework Status Report

Enclosed is one copy each of the falsework status reports for the following structures.

Columbia River (Astoria) Bridge, maintenance painting, Contract 7782
Fremont Bridge Superstructure, Stadium Freeway, Contract 7276
Siletz River (Kernville) Bridge, Contract 7577
Nestucca River (Pacific City) Bridge, Contract 7906
Coos Bay (McCullough) Bridge, Contract 7614
Youngs Bay Bridge Maintenance Painting, Contract 7737

All falsework on the Fremont Bridge project has been removed at the Swan Island site and the bridge site. This is the final falsework status report on this project. We will inform you when all work on the project has been completed.

Very truly yours,

Walter J. Hart
Bridge Engineer
By R. W. Ellison
R. W. Ellison
Bridge Administration Engineer

RWE/ag
cc E. S. Hunter
C. T. Keasey
Att. Ed Hardt

RECEIVED
OCT 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7906

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 22, 1973

TO C. W. Head — Vince Gallagher
John Bond — John Herr

FROM Vernon E. Skoog, Controller
By: R.J. Hacek, Contract Accounting Supv.

SUBJECT Contract 7906
Workman Construction Co. &
Workman Contractors, Inc.

Attached is a copy of a letter and Treasurer's Receipt No. 861 advising us of a Time Certificate of Deposit in the amount of $14,698.90 from Workman Construction Co. & Workman Contractors, Inc. in lieu of retainage on above numbered contract.

A carbon copy of original Treasurer's Receipt will be filed (in contract file) in Administrative Services office.

VES:RJH:kmb

Attachment

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 861

Received for Account of Worlaan Construction Co. Hiway 99E Canby, Oregon 97013

Date August 20, 1973

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Canby Union Bank, Canby, Oregon 5½% Dated Feb. 14, 1973 Due Feb. 14, 1974	16548	1	14,698.90				14,698.90
							14,698.90

RECEIVED
AUG 21 1973
Contract Acctg.

Purpose of Deposit In lieu of retainage on Oregon State Highway Contract No. 7906

Authority ORS 279.575

Countersigned by Mark Crowe Deputy Cashier

SPECIAL INSTRUCTIONS

Brenda Radabaugh
State Treasurer

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 20, 1973

Workman Construction Company
Highway 99-E
Canby, Oregon 97013

Gentlemen:

Per instructions from the Oregon State Highway Department, please find enclosed State Treasury safekeeping receipt No. 861, dated August 20, 1973, in the amount of $14,698.90, Time Certificate of Deposit, Canby UnionBank (5-1/2%) number 16548 due February 14, 1974.

This T,C,D, is in lieu of reteinage on State Highway Contract number 7906.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Canby Union Bank
P. O. Box 190
Canby, Oregon 97013

cc; State Highway Department
Attn: Dick Hacek

RECEIVED
AUG 21 1973
Contract Acctg.

COPY

5

7906

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
7-14		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY
3	7-11-73	Tillamook
		PROJECT NO. S-152(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Nestucca River at Pacific City

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-10-73	0.081
OTHER *(Specify)*		

FUNDS Pro-rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 334,765	$ 212,776

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Asst. State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green Warren W. Conant
(Division Engineer)

Date executed by Division Engineer JUL 11 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right-of-way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

Oregon State Highway Division

Federal Aid Project
No. S-152(2)

NESTUCCA RIVER (PACIFIC CITY) BRIDGE

FAS 618 IN TILLAMOOK COUNTY

Salem, Oregon, July 3, 1973

Project Agreement Estimate.

Type Code X081
Structure (Sta. 10+86 to Sta. 15+12)

Mobilization	All Required		$ 11,225.00
Bridge Removal Work	All Required		15,190.00
Structure Excavation	200 cu.yds.	4.00	800.00
Furnish 16-inch Prestressed Concrete Piling	5,098 lin.ft.	6.00	30,588.00
Drive Prestressed Concrete Piles	87 only	392.00	34,104.00
Prestressed Concrete Pile Extention	250 lin.ft.	10.00	2,500.00
Class A Concrete (245 cu.yd.)	All Required		35,000.00
4' x 40'/45' Prestressed Slabs	20 only	1,200.00	24,000.00
4' x 45'/50' Prestressed Slabs	50 only	1,300.00	65,000.00
4' x 100'/105' Prestressed Box Beams	10 only	5,300.00	53,000.00
Precast Pedestals	4 only	300.00	1,200.00
Reinforcement (27,500 lb.)	All Required		6,780.00
Pedestrian Rail	432 lin.ft.	21.50	9,331.00
Lumber and Timber, Treated	4M-fbm	810.00	3,240.00
8-inch Culvert Pipe	220 lin.ft.	4.50	990.00
			$ 292,948.00

Additional Items

Flagging (60% of Contractor's cost)	All Required	$ 500.00
Temporary Erosion Control	All Required	200.00
On-the-Job Trainee (1 @ $800)	All Required	800.00
Furnish & Stockpile Guardrail	All Required	500.00
		$ 2,000.00
	Subtotal	$ 294,948.00
	13-1/2% Engineering	39,817.00
	Total	$ 334,765.00

Length of Structure - - - 0.081 mile

Federal Funds - - - - - - -	$ 212,776.00
State Funds - - - - - - - -	60,994.00
County Funds - - - - - - -	60,995.00
Total	$ 334,765.00

Group 1 - 100%

Contract No. 7906

Prefix: 529-1090

7906

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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 19, 1973

Merlonan Construction Company
& Merlonan Contractors, Inc.
P. O. Box 520
Canby, Oregon 97013

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7906 for the Nestucca River (Pacific City) Bridge of FAS 618 in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Safeco Insurance Co. of America
4347 Brooklyn Avenue, N. E.
Seattle, Washington 98105

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
C. O. Fredrickson
Charles Elroy

7906

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 19, 1973

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Nestucca River at Pacific City, Oregon
Contract 7906
Coast Guard Permit - 27-73
Beginning of Work

This is to confirm my telephone conversation today indicating that the contractor has informed us that he will begin work on the subject project the end of this week or the first part of next week.

Monthly falsework status reports will be submitted to you beginning the first part of July.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag

cc E. S. Hunter
H. S. Cox
C. O. Fredrickson
C. Elroy

RECEIVED
JUN 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER
NOTED
E. S. HUNTER

5

7906

June 1, 1973

Workman Construction Co.
and Workman Contractors, Inc.
P. O. Box 520
Canby, Oregon 97013

Gentlemen:

The State Highway Commission today accepted you proposal for the Nestucca River (Pacific City) Bridge of FAS 618 in Tillamook County for the sum of $292,948 and referred it to the Administrator of Highways with authority to award the contract as soon as Tillamook County approves the project and deposits $67,000.

Later today those conditions were fulfilled and the Administrator of Highways awarded you the project, which has been assigned Contract No. 7906.

Contract forms are being prepared and will be mailed to you for execution.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". The fourth paragraph of the Special Provision requires that you must receive approval of ".... the number of trainees to be trained in each selected classification ...." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

jhm:tl

cc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle and Portland

C. T. Keasey
L. H. Young
Walt Hart
Don Trout
C. O. Fredrickson
Charles Elroy
William Geibel (SAIF)

79060

Salem, Oregon

May 25, 1973

Mr. C. O. Fredrickson
Regional Engineer

R. W. Ellison
Bridge Administration Engineer

Nestucca River (Pacific City) Bridge
County Road
Tillamook County

TRI-KOTE Concrete Sealant is being applied to the concrete surfaces of this structure by specifications as a Category II Experimental Item.

Please notify this office when the application of sealant is to be made so that initial inspection and reporting can be made.

JD:dh
Attachment

cc Experimental File

5-31-73
cy Reaney

NOTED
H.S.COULTER

7904a

Form FHWA 121 (Rev. 7-72)

5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 16, 1973

In reply refer to: 10-35-FA

SUBJECT: Oregon Project S-152(2)
Nestucca River (Pacific City) Bridge Section
TRI-KOTE Sealant for Concrete Surface

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 17 73
REFER TO
Hunter cy Coulter
TAA
Info | | | | | | File

The use of TRI-KOTE Concrete Treatment is approved as a Category II Experimental item on the subject project. Evaluations must be made and reported in accordance with the previously approved Work Plan for protective coatings on concrete surfaces.

G. L. Green

NOTED
A. E. JOHNSON

NOTED
E. S. HUNTER
cc Hunt

RECEIVED
MAY 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-00

7906

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 3, 1973

TO C. O. Fredrickson
Bridge Engineer

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Nestucca River (Pacific City) Br.
Co. Rd. 686
Br. No. 11366
Coast Guard Bridge Permit

Attached are two copies of Bridge Permit 27-73 as issued by the Coast Guard for the subject structure. One copy is for your file and the other should be forwarded to the Resident Engineer for his use.

As indicated in the Coast Guard's letter of transmittal, approval by the Coast Guard will be required for any falsework the contractor may use to facilitate construction.

The usual monthly progress reports should be sent to me by the first of each month for forwarding to the Coast Guard.

Please let us know approximately ten days prior to commencement of work on this project in order that I can inform the Coast Guard of the proposed commencement date and they may in turn publish same in their monthly bulletin"Notice To Mariners."

RWE/ag

Attachs.

NOTED
E. S. HUNTER

cc E. S. Hunter
D. H. Moehring w/attach.
H. S. Cox w/2 attachs.

RECEIVED
MAY 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-2902

3271
Ser 317
2 May 1973

Oregon State Highway Division
Attn: Mr. R. W. Ellison
Bridge and Structures Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

Please find enclosed the approval of plans and location for a Nestucca River Bridge at Pacific City, Oregon. There is no requirement for navigation lights on the new bridge.

It is requested that monthly progress reports be furnished, showing the state of construction similar to other bridge projects in Oregon. Prior approval is required for any falsework required during construction. When the structure is complete and all remnants of the old bridge have been removed, a letter so attesting shall be furnished.

Sincerely,

R. V. HACKNEY
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) Bridge Permit

RECEIVED
MAY 3 1973
BRIDGE DIVISION

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD
400 SEVENTH STREET SW.
WASHINGTON, D.C. 20590
PHONE:

27 APR 1973

BRIDGE PERMIT
(27-73)

WHEREAS by Title V of an act of Congress approved August 2, 1946, entitled "General Bridge Act of 1946," as amended (33 U.S.C. 525-533), the consent of Congress was granted for the construction, maintenance and operation of bridges and approaches thereto over the navigable waters of the United States;

AND WHEREAS under Section 502(b) of that act, the authority of which was transferred to and vested in the Secretary of Transportation by Section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and delegated by the Secretary to the Commandant, U. S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations, it is required that the location and plans for such bridges be approved by the Commandant before construction is commenced and in approving the location and plans of any such bridge, the Commandant may impose any specific conditions relating to the construction, maintenance and operation of the structure which he deems necessary in the interest of public navigation, such conditions to have the force of law;

AND WHEREAS the Oregon State Highway Division, acting in behalf of the - TILLAMOOK COUNTY COURT - has submitted plans and a map of location of a bridge to be constructed across the Nestucca River at Pacific City, Oregon;

NOW THEREFORE, This is to certify that the location and plans dated February 1973 are hereby approved by Commandant, subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. The construction of falsework, pilings or other obstructions, if required, shall be accomplished in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to construction of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in his judgment the construction work has reached a point where such action should be taken, but in no case later than ninety days after the bridge has been opened to traffic.

RECEIVED
MAY 3 1973
BRIDGE DIVISION

APR 27 1973

BRIDGE PERMIT: Bridge across the Nestucca River at Pacific City, Oregon (27-73)

3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of any federal, state or local authority having cognizance of any aspect of the location, construction or maintenance of said bridge.

4. All parts of the collapsed Nestucca River bridge, mile 1.0, not utilized in the new bridge shall be completely removed from the waterway and the waterway cleared to the satisfaction of the Commander, Thirteenth Coast Guard District. A period of 90 days subsequent to the opening to traffic of the new Nestucca River bridge, mile 1.0, will be allowed for such removal and to clear the waterway.

5. The approval hereby granted shall cease and be null and void unless the construction of the bridge is commenced within 2 years and completed within 4 years after the date of this permit.

J. D. McCANN
Captain, U. S. Coast Guard
Acting Chief, Office of Marine
Environment and Systems

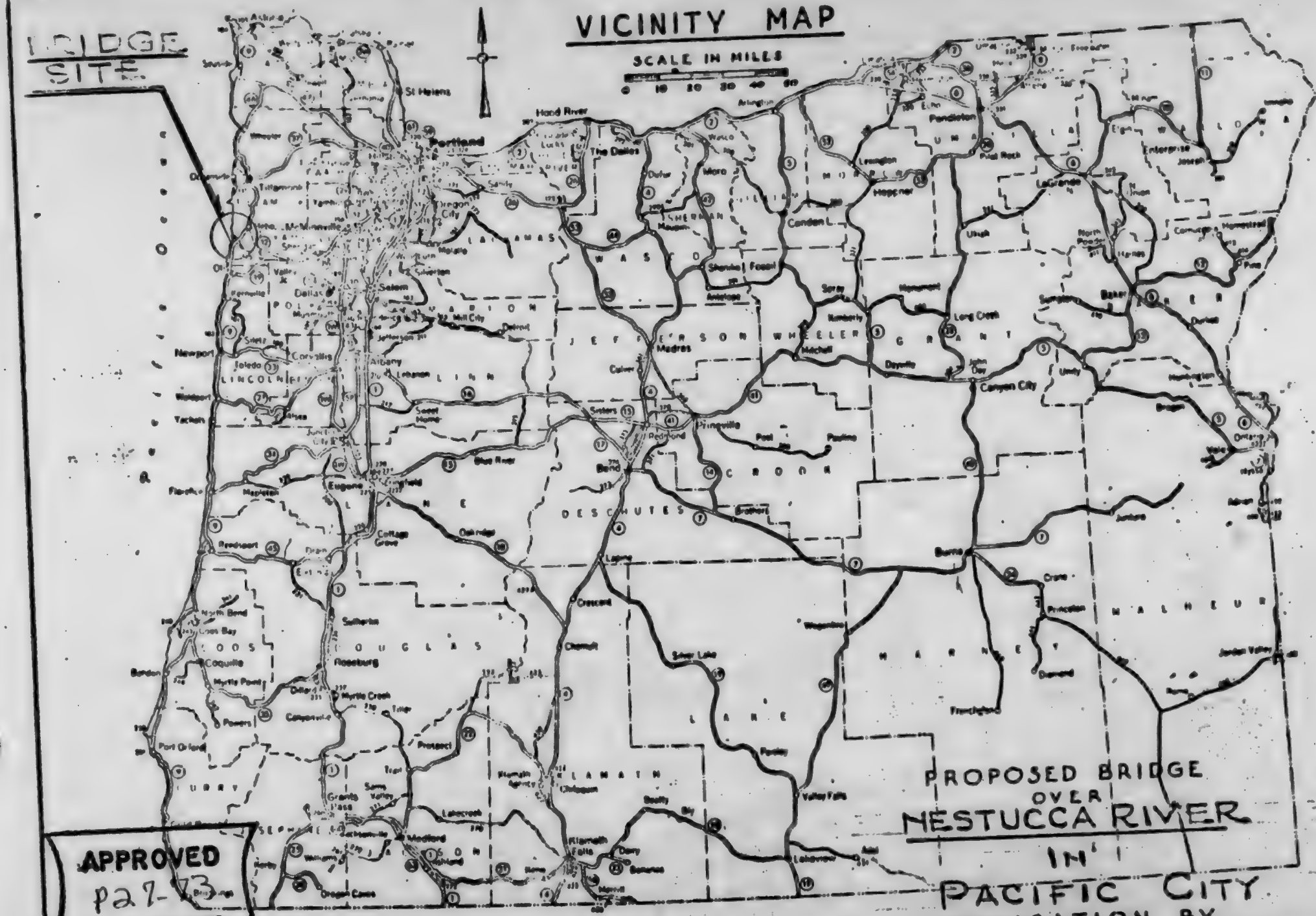
RECEIVED
MAY 3 1973
BRIDGE DIVISION

BRIDGE SITE

VICINITY MAP

SCALE IN MILES

0 10 20 30 40 50


Portland
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Medford
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La Grande
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Ontario
Canyon City
Prineville
Redmond
Sisters
Sweet Home
Albany
Corvallis
Lebanon
Newport
Toledo
Waldport
Yachats
Florence
Reedsport
Coos Bay
North Bend
Coquille
Bandon
Myrtle Point
Roseburg
Myrtle Creek
Canyonville
Grants Pass
Cave Junction
Gold Beach
Brookings
Crescent
Chemult
Silver Lake
Lakeview
Valley Falls
Paisley
Adel
Plush
Lakeview
Fremont
Lakeview
Summer Lake
Christmas Valley
Crane
Princeton
Jordan Valley
Vale
Ontario
Nyssa
Owyhee
Enterprise
Joseph
Elgin
Union
Baker
Sumpter
Unity
Huntington
Halfway
Richland
Homestead
Cornucopia
Halfway
Imbler
Island City
Elgin
Pilot Rock
Pendleton
Umatilla
Hermiston
Boardman
Irrigon
Arlington
Condon
Fossil
Shaniko
Antelope
Grass Valley
Moro
Wasco
Dufur
Tygh Valley
Maupin
Madras
Metolius
Culver
Sisters
Redmond
Bend
Prineville
Post
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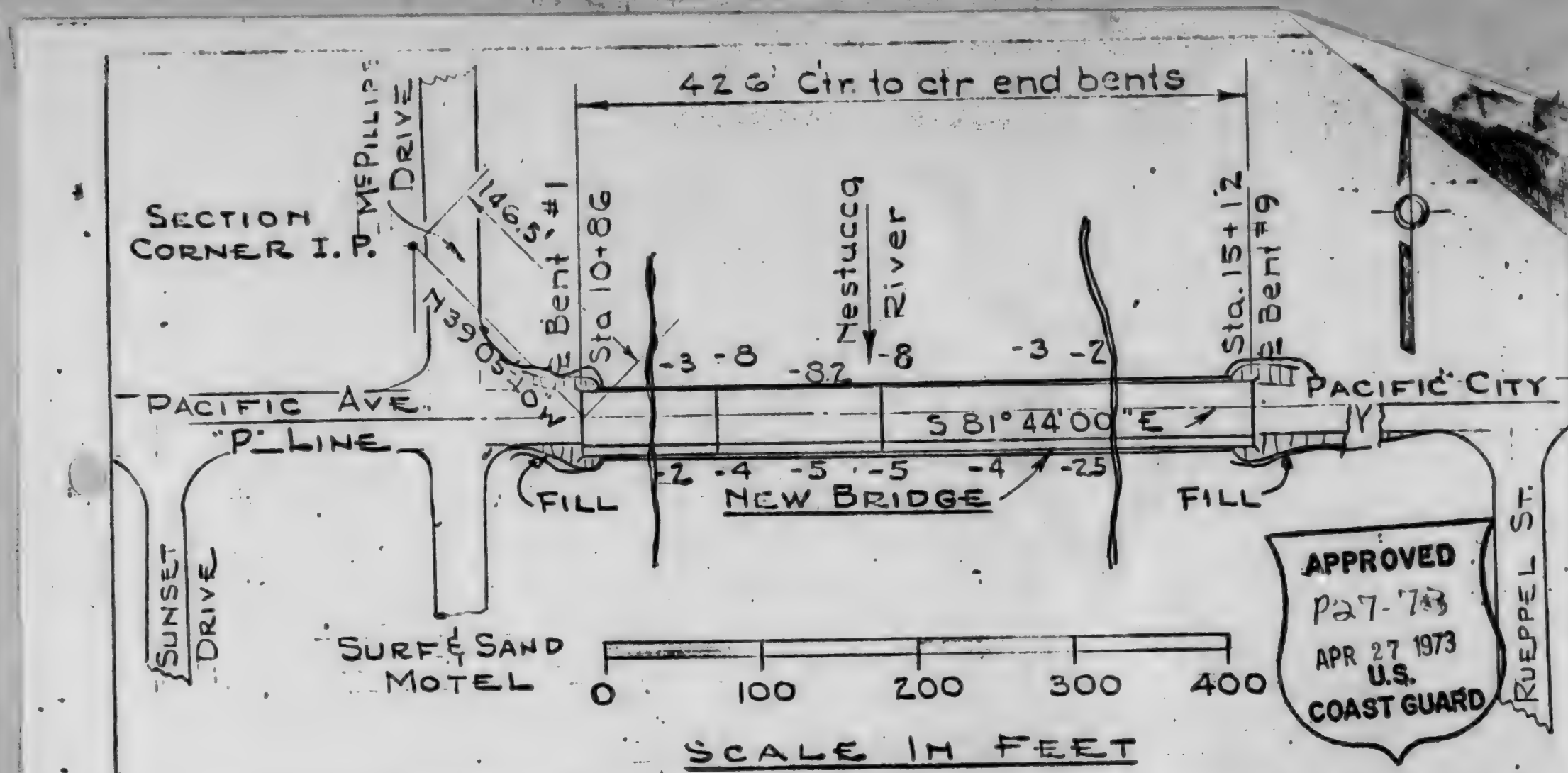


APPROVED
P27-'73
APR 27 1973
U.S.
COAST GUARD

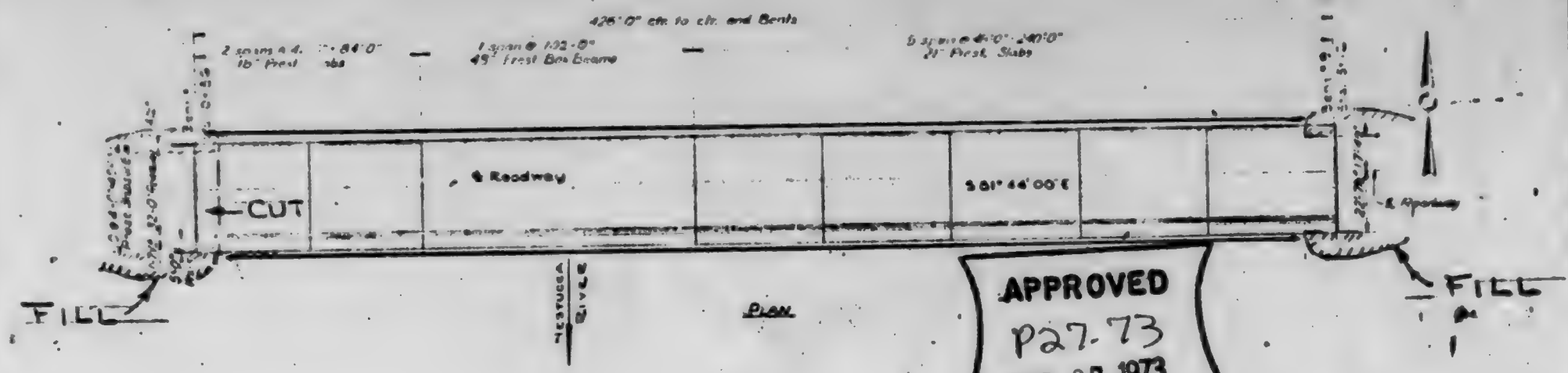
Distance Of Structure Upstream From Mouth 1.4 River Miles.

Note:
Elevations Are In Feet And Refer To U.S.C. & G.S. Datum 1947 Adjustment.

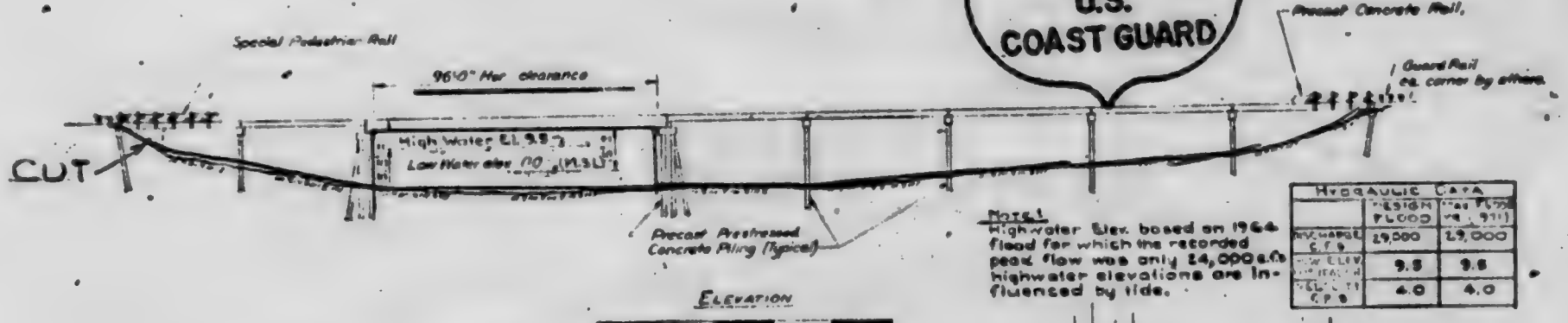
M.H.H.W EL.+4.2'
7.1'
M.S.L. EL. 0.0' (Low Water El.)
M.L.L.W. EL.-2.9'

PROPOSED BRIDGE OVER NESTUCCA RIVER IN PACIFIC CITY

APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
FEB. 1973 SHEET 2 OF 3

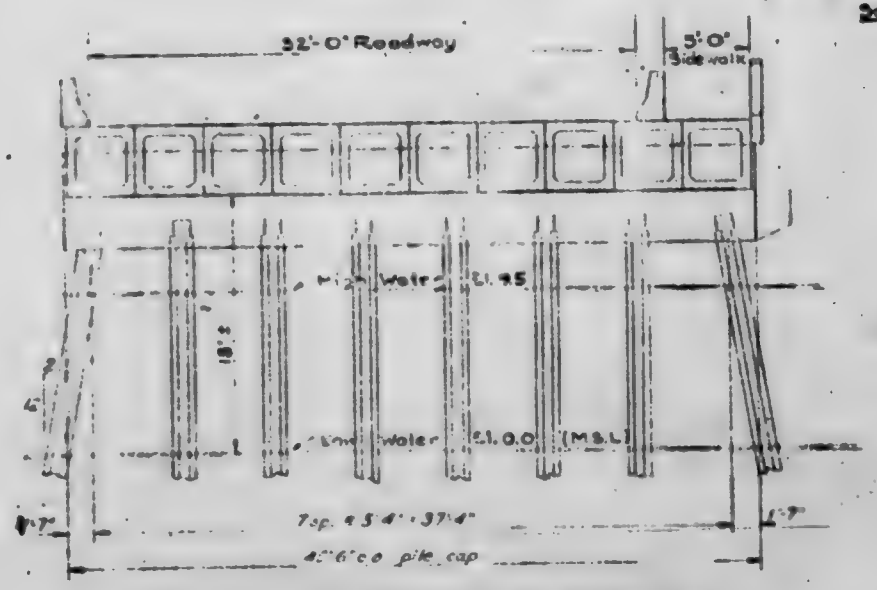


APPROVED
P27-73
APR 27 1973
U.S.
COAST GUARD



NOTE:
High water Elev. based on 1964 flood for which the recorded peak flow was only 24,000 c.f.s. high water elevations are influenced by tide.

HYDRAULIC DATA		
	DESIGN FLOOD	1964 FLOOD
DISCHARGE C.F.S.	29,000	29,000
HIGH WATER ELEV.	9.8	9.8
VELOCITY C.F.S.	4.0	4.0



TRANSVERSE SECTION AT PREST. BOX

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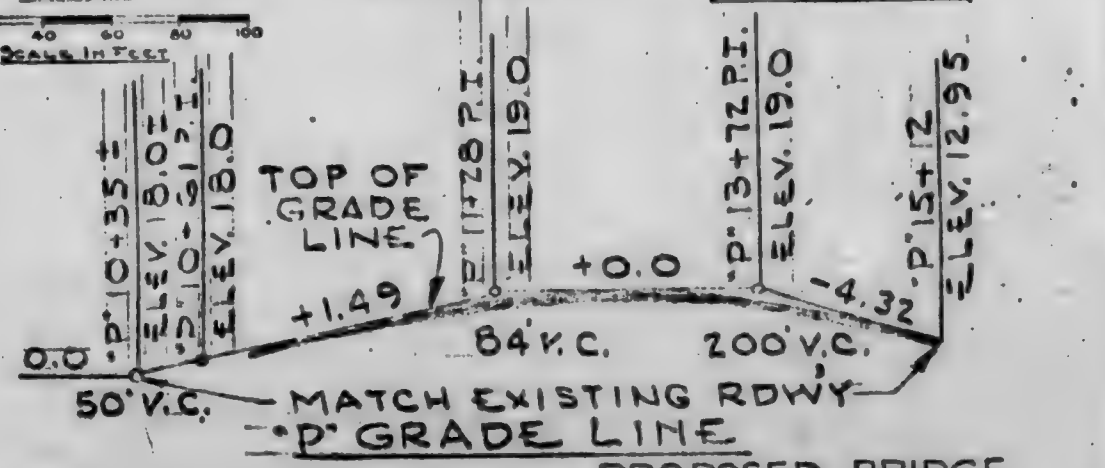

PROPOSED BRIDGE
OVER
NESTUCCA RIVER
IN
PACIFIC CITY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
FEB. 1973 SHEET 3 OF 3

79060

5

4-12-73

MEMO TO FILES

Re: Nestucca River (Pacific City) Bridge
FAS 618
Tillamook County

In the matter of the bid letting for the subject FAS-C project it would be in the public interest to provide for a two-week advertisement period instead of the customary three-week period.

This determination is based on the issuance of the Coast Guard Permit. Advertising the project was held pending receipt of assurance that it would be approved prior to the bid letting date of April 26. Information has just been received that approval of the permit can now be expected by that date. It is now possible to establish April 12 as the advertising date.

The Bridge Section has indicated that, due to the nature of the project, the two-week advertising period will have little or no effect on bid prices.

Harold Reynolds
for H. S. Cox
County and City Engineer

RHP:ljt

4/4/73

cc: E. S. Hunter ✓
L. H. Young
C. G. Swenson
R. N. Chase
FHWA

RECEIVED
APR 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
4-12-73 E. S. HUNTER

The State Land Bd requires us to obtain an easement. Job to be re-scheduled for May 24th. Klaber Young (Cot Hall

ESH cc

TRANSACTION NUMBER 4-14

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-10-73

BY (Signature): L. H. YOUNG'S MARCH 28, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1112 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1112	S-152(2)	0.081	400,000	254,200	NESTUCCA RIVER (PACIFIC CITY) BRIDGE SECTION. TILLAMOOK COUNTY	ONE STRUCTURE

4-10-73

NOTED E. S. HUNTER

RECEIVED STATE HWY ENGR APR 12 '73

REFER TO Hunter TAA FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED A. E. JOHNSON

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

7906

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-10-73	C R Burghardt VERNON V. CUBACK, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48 (Rev. 8-71)

GPO 915-890

7906

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 10, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
April 26 Bid Letting

Bids will be taken April 26 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for

1. Clear Creek Bridge Section
Woodburn-Estacada Highway, Clackamas County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established ... if ... the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. UPRR O'xing Hood River (Button) Bridge Section
FAS 349, Hood River County
Grade, Pave and Structure (Co-op) Project

A five-foot sidewalk will be provided along the length of the project. This project was previously on the January 23 agenda.

3. Oregon Coast Highway-Waterline Drive (Newport) Section
Waterlin Drive, Lincoln County
Grade and Pave Project

Same as No. 1. If the need for paths does arise in the future, they can be added at that time.

4. Nestucca River (Pacific City) Bridge Section
FAS 618, Tillamook County
Structure Project

A sidewalk will be provided on the south side of the structure.

5. Nedonna Beach-Barview Section
Oregon Coast Highway, Tillamook County
Overlay Paving Project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. Franklin Avenue at Wall Street (Bend) Section
Century Drive Highway, Deschutes County
Signal Project

Same as No. 5.

7. Sutherlin (N. E. First Avenue) Section, Douglas County
Grade and Pave Project

A five-foot sidewalk will be provided along each side of the project.

The following listed overlay and rock production projects were not included on the agenda for the March 6 meeting. Bids for these projects were received on March 29, 1973. For documentation of our records, footpaths and bicycle trails are not incorporated on these projects as no new highway construction, reconstruction or relocation is involved:

8. Rainbow Rock Section
Oregon Coast Highway, Curry County
Rock Production Project

9. Maupin Section, The Dalles-California Highway, Wasco County
Rock Production Project

10. Grass Valley Section, Sherman Highway, Sherman County
Rock Production Project.

11. Willamette Junction Section, Willamette and The Dalles-California Highways, Klamath County
Rock Production Project

12. Heppner Section, Heppner and Heppner-Spray Highways
Morrow County
Rock Production Project

13. Ukiah Section, Pendleton-John Day and
Ukiah-Hilgard Highways, Umatilla County
Rock Production Project

14. Dean Creek-Mill Creek Section
Umpqua Highway, Douglas County
Paving Project

15. Bandon-McTimmons Road Section
Oregon Coast Highway, Coos County
Paving Project

16. Lake County Line-Gap Ranch Section
Central Oregon Highway, Harney County
Paving Project

17. Jamieson-Willow Creek Section
John Day Highway, Malheur County
Paving Project

18. Elgin Section, Weston-Elgin and
Wallowa Lake Highways, Union County
Rock Production Project

These matters will be on the agenda for the April 17 meeting and your approval is recommended.

bc C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
Gary Sund

JDM:jp/ESH ja

7906

March 29, 1973

Board of County Commissioners
Tillamook County
Courthouse
Tillamook, Oregon 97141

Attention: June Wagner
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 4677

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of a bridge over the Nestucca River on the Pacific Avenue in Pacific City.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(Agree. att.)

7900

FISH COMMISSION

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 29 1973
DESIGN SECTION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS

JOSEPH I. EOFF
Chairman

McKEE A. SMITH
Vice Chairman

JACK F. SHIELDS
Member

THOMAS E. KRUSE
State Fisheries Director

March 28, 1973

Mr. George M. Baldwin
Administrator of Highways
Department of Transportation
Highway Building
Salem, Oregon 97310

Attention Frank L. Hall

RECEIVED
APR 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Dear Mr. Baldwin:

NESTUCCA RIVER (PACIFIC CITY),
BRIDGE SECTION FAS 618 (TILLAMOOK COUNTY)
LITTLE DESCHUTES RIVER (MONTGOMERY),
BRIDGE SECTION FAS 793 (DESCHUTES COUNTY)

NOTED
E. S. HUNTER

Regarding the Nestucca River bridge project, construction activities in the water will be allowed all year providing water quality standards in both passages are maintained.

We will concur with the recommendations of the Oregon State Game Commission on the Deschutes River project.

The opportunity to recommend fishery safeguards on these projects is appreciated.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon State Game Commission

cc's sent April 2, 1973

E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (2)
J. F. Putnam (2)
C. O. Fredrickson (2)

7906

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO V. V. Cusack, Acting Division Engineer
~~R. E. Stimpson~~, Division Engineer
Federal Highway Administration

DATE March 28, 1973

FROM L. H. Young
Office Engineer

SUBJECT Program Data Submission
Project S-152(2)

We are submitting program data for one Secondary project, Item No. 1112, Project No. S-152(2), "Nestucca River (Pacific City) Bridge Section", which we desire to have included in the Federal-aid Secondary Program.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on April 26, 1973.

Enclosed is one copy of the State Clearinghouse letter of approval dated January 12, 1973.

This project is exempt from District 1 Clearinghouse review under working agreement dated June 8, 1971.

Enc.

JG:pr

Budget Bureau No. 41-R2067; Approval Ex

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

3-28-73

U.S. DEPARTME
BUREAU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD															
2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION *(45 typewriter spaces)* 21 Co. Rd. Nestucca River at Pacific City 65	ADT	PRESENT 500*	FUTURE (66) 850	YEAR (70) (71) (72) 93	REGION 10	STATE NAME Oregon	STATE CODE (12) 35						
3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 25 One Bridge 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (69)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) 14 23 S-	NUMBER 7 152	SEQ. NO. (2)				
4	CLASS OF FEDERAL FUNDS Secondary						COUNTY NAME Tillamook		CODE (14) (15) 057						
	NAME OF URBAN AREA 17-31						ROUTE NO. S	FEDERAL-AID 618 (32)	STATE Co.Rd. (36) (37)	U.S. (41)					

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CH PR *(Fu*
1	(1415)	(16	41	42	43 46	53		(54) (58)	(59) 66	(67) 76			
5					PE		Co. Rd. Nestucca River at Pacific City						Const. ed con der bri H.C. 32 S. side
5					ROW								(County high-ty approac and ins sary g ROW - 8 Access none; P Restric
5					CONST (CODE) X081		"Nestucca River (Pacific City) Br. Sec."	0.081	400,000	254,200	22,900	22,900 (Co.)	
							PROJECT TOTALS	0.081	400,000	254,200	22,900	22,900 (Co.)	

CARD	CODE	PREPARED BY		
1	1			
1	14	PROGRAM APPROVAL DATES	(16) (23) (24) (25)	REMARKS

USCOMM D

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	500*	850	93	10	Oregon	35	022	1112

T. Projects Only

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
					S-	152	(2)		

COUNTY NAME: Tillamook — CODE: 057

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 618 — STATE: Co.Rd. — U.S.:

ESTIMATED PROJECT COST BY PHASES

LES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS

Existing Facility: A bridge consisting of a 100-foot wood truss main span, 15 treated timber trestle approach spans wih 20-foot horizontal clearance and a separate walkway along side the structure. (The main span collapsed October 24, 1972.)

Adjacent Sections: 20-foot oil mat surface with variable width gravel shoulders.

Project Data: Construct one prestressed concrete box girder bridge, (Br. No. 11366A) 426 feet in length with a horizontal clearance of 32 feet and a 5-foot walk on the downstream (southerly) side. Place necessary riprap. Guardrail for the approach roadways to be furnished and stockpiled at site. Remove and dispose of the existing structure.

NOTE: County will construct and high-type surface a 32-foot (includes shoulder areas) approach roadway at both ends of bridge and install guardrail for the approach roadways.

*The DHV is 110 for this location. Therefore, the 32-foot structure width falls within the minimum standard allowed under the Secondary Road Plan.

Exceptions to Minimum Standards: None

Relocation Assistance Payments: None involved as project does not require additional ROW.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved. NOTE: Pacific City Airstrip lies within two miles of the project. The runway is oriented such that the proposed work will not cause any conflict.

Environmental Statement: Negative Declaration concurred in by FHWA February 26, 1973.

Clearinghouse

Sta
Dis

Public Hearin

Location/Desi
Plan.

Route Data:

Control of Ut
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6d(1) of PPM

STUCCA RIVER (PACIFIC CITY) BRIDGE SECTION
PROJECT NO. S-152(2)

oot wood truss main
20-foot horizontal
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variable width gravel

box girder bridge,
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existing structure.

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bridge and install

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nder the Secondary

project does not

roads, Recreation and
c City Airstrip lies
oriented such that

concurred in by FHWA

Clearinghouse Approval:

State - - - - - - - - - - - Letter dated January 12, 1973.
District 1- - - - - - - - - Exempt from review under working agreement dated June 8, 1971.

Public Hearing: None required under provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Granted March 23, 1973 under the Secondary Road Plan.

Route Data: This is a school bus, mail and recreation route.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

LOCATION - DESIGN APPROVAL

COUNTY: TILLAMOOK

SECTION: Nestucca River (Pacific City) Bridge

FAS NO.: 618

ROAD NAME: Pacific Avenue

PROJECT DESCRIPTION: Construct a reinforced concrete bridge 426 feet long with a 32-foot travel way and a 5-foot walkway on downstream side. County will construct approaches

ESTIMATED COST: $400,000

HIGHWAY COMMISSION APPROVAL: December 12, 1972

HEARING: None required

STATE CLEARINGHOUSE REVIEW: January 12, 1973

SECTION 204 REVIEW: None required

HEARING CERTIFICATION: None required

ENVIRONMENTAL STATEMENT: Negative Declaration Approved by FHWA Feb. 26, 1973

REMARKS:

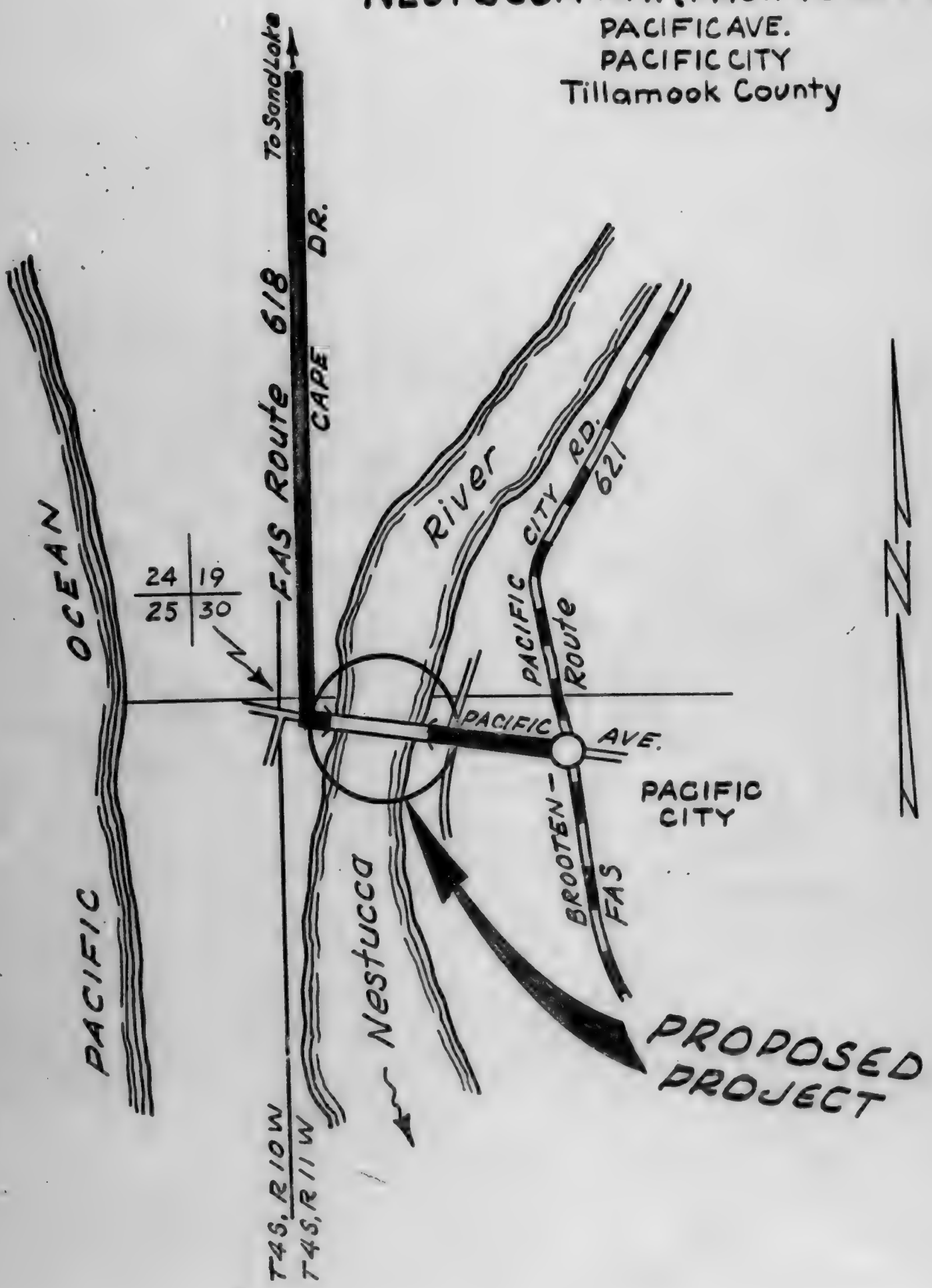
APPROVED: March 23, 19 1973

E J Bauman

Assistant State Highway Engineer

NESTUCCA RIV. (PACIFIC CITY) BR.

PACIFIC AVE.
PACIFIC CITY
Tillamook County



7906

OREGON STATE HIGHWAY DIVISION

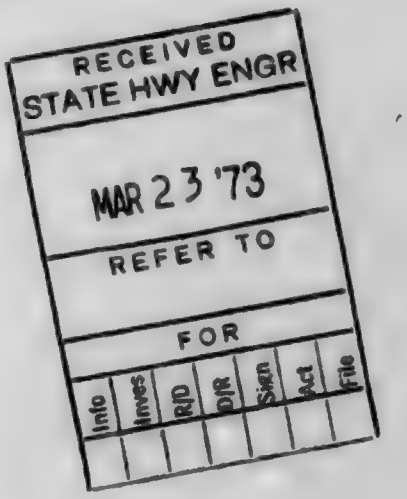
HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED
A. E. JOHNSON

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

March 23, 1973



Commander (OAN)
U. S. Coast Guard
Thirteenth Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Nestucca River Bridge
At Pacific City, Oregon
Bridge Permit
EPA Approval

Your letter of March 21, 1973 transmitted a letter from the U. S. Environmental Protection Agency wherein they requested that the State agree to three stipulations relative to your Public Notice No. 73-N-4 for the subject project.

I called Mr. Lloyd Reed, Chief, Permits Branch of the U. S. Environmental Protection Agency in Seattle, Washington, and he agreed that our Standard Specifications adequately cover the three points contained in his letter.

He will immediately forward to you a letter withdrawing his objections to the project based on the adequacy of our Standard Specifications. This letter should allow processing of our requested permit without further delay.

Very truly yours,

R. W. Ellison
Bridge Administration Engineer

RWE/ag
cc A. E. Johnson
E. S. Hunter
H. S. Cox
C. O. Fredrickson

7906

March 20, 1973

Commander (oan)
Thirteenth Coast Guard District
U.S. Coast Guard
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Nestucca River Bridge
At Pacific City
Sandlake-Woods Highway
Tillamook County
Bridge 11366A
Navigation Permit

My letter of February 16, 1973 indicated that financing of the Nestucca River Bridge at Pacific City will be with State funds loaned to the County, which will be repaid later from the County's share of FAS funds.

Since that time, arrangements have been made to incorporate $50,000 of the FAS funds in the initial financing of this project.

I understand that the use of these FAS funds makes the Federal Highway Administration lead agency on this project concerning environmental matters, and that their previous concurrence in the negative environmental impact statement is sufficient to allow your completion of the Bridge Permit procedure.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

RWE:ag jf
bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
F. L. Hall
H. S. Cox
R. E. Royer
L. H. Young
C. O. Fredrickson
T. G. Thompson

7906

March 14, 1973

AIRMAIL

The Honorable Wendell Wyatt
Member of Congress
2438 Rayburn House Office Building
Washington, D. C. 20515

Dear Wendell:

In my letter of March 6 regarding construction of a replacement structure for the Nestucca River Bridge at Pacific City, I indicated some delay in commencement of the project might be encountered because of the pending Coast Guard decision on a bridge permit.

The Coast Guard has declined to concur that the proposed project is a replacement in-kind and has begun the processing of a permit in the usual manner. We plan to receive bids on this project on April 26, 1973, however, we are not optimistic that the processing of a permit by the Coast Guard will be completed by that time. Hence, some delay may be encountered in beginning construction.

Sincerely,

George W. Baldwin
Administrator of Highways

cc Commander (OAN)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

bc F. B. Klaboe
E. S. Hunter
W. J. Hart
A. E. Johnson
H. S. Cox

RWE:jbj GMB:fn

7906

March 8, 1973

Office of the Commander
Thirteenth Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

With reference to Public Notice No. 73-N-04, the Highway Division is in favor of the proposed replacement bridge across Nestucca River at Pacific City, Oregon.

At its meeting on March 6, the Highway Commission approved the financial arrangements making it possible for Tillamook County to proceed with construction of the structure.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

HSC:ia

bc F. B. Klaboe
A. E. Johnson
W. J. Hart
C. O. Fredrickson

40

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-2902

RECEIVED
MAR 1 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 28 73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

3271
Ser 101
22 FEB 1973

In reply refer to
Proposed replacement bridge
Across Nestucca River
at Pacific City, Oregon

PUBLIC NOTICE NO. 73-N-04

BRIDGES

All interested parties are notified that an application has been received by Commander, Thirteenth Coast Guard District, from Oregon State Highway Division, Highway Building, Salem, Oregon 97310, for approval of location and plans to replace an existing bridge over a navigable waterway, as follows:

WATERWAY AND LOCATION

Nestucca River, Mile 1.0 at Pacific Avenue, Pacific City, Oregon.

CHARACTER OF WORK

On 24 October 1972, the wood truss centerspan of the existing bridge collapsed and fell into the river. The applicant proposes to remove the existing structure down to the natural bottom of the waterway and replace it with a new reinforced concrete structure. Total length of the new bridge will be 426 feet, with two 12-foot traffic lanes and a 5-foot walkway on the downstream side. The main span will provide the same horizontal navigation clearance as previously and the vertical clearance will be increased approximately 1.5 feet. Navigation clearances to be provided by the proposed bridge are:

Horizontal - 96.0 feet normal to the channel

Vertical - 17.9 feet at MLLW
10.8 feet at MHHW
5.5 feet based on 1964 flood

NOTED
A. E. JOHNSON

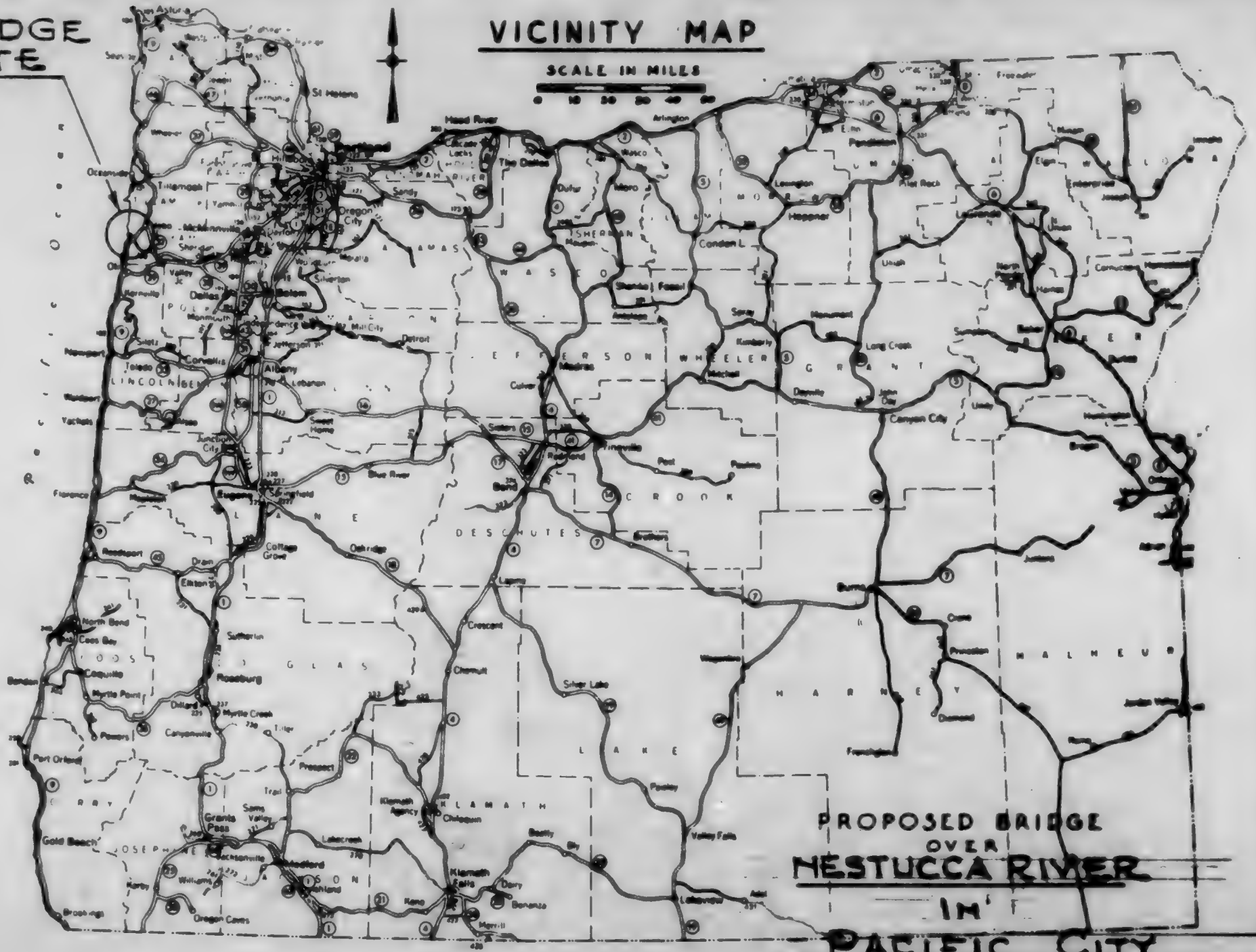
BASIS FOR DECISION

The decision as to whether or not approval of the location and plans to replace the bridge rests primarily upon the effect of the bridge on navigation, environment, etc. Other pertinent factors, such as wildlife

BRIDGE SITE

VICINITY MAP

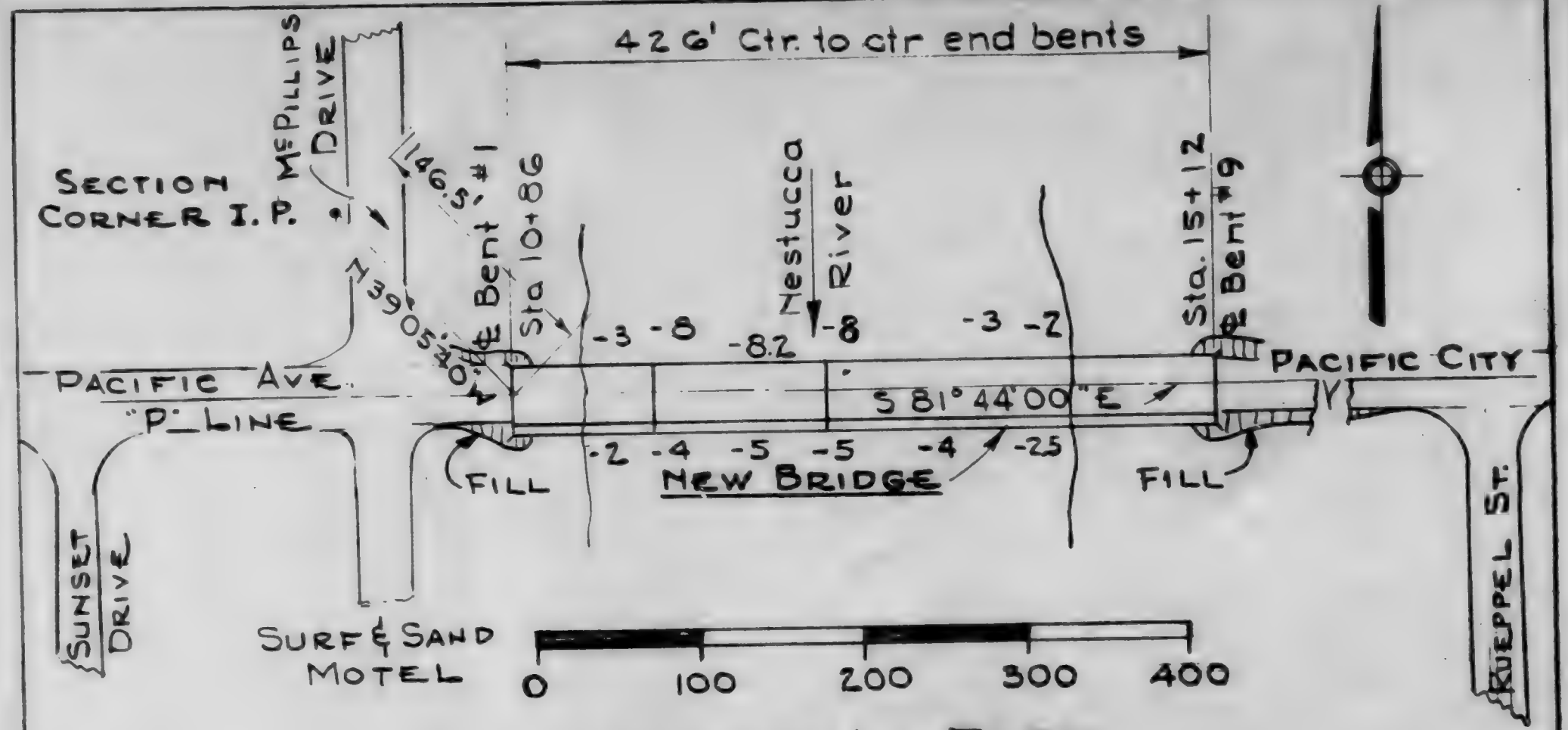
SCALE IN MILES



PROPOSED BRIDGE
OVER
NESTUCCA RIVER
IN
PACIFIC CITY

APPLICATION BY
OREGON STATE HIGHWAY COMMISSION

FEB. 1973 SHEET 1 OF 3



Distance of Structure Upstream From Mouth 1.4 River Miles.

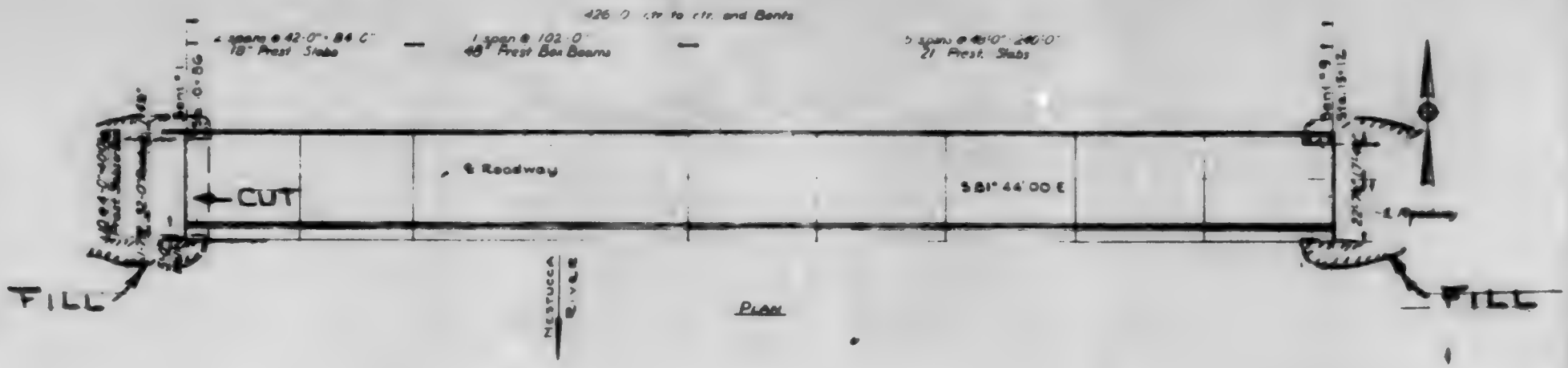
NOTE:
Elevations Are In Feet And Refer To U.S.C. & G.S. Datum 1947 Adjustment.

M.H.H.W EL.+4.2'
7.1'
M.S.L. EL. 0.0' (Low Water El.)
M.L.L.W. EL.-2.9'

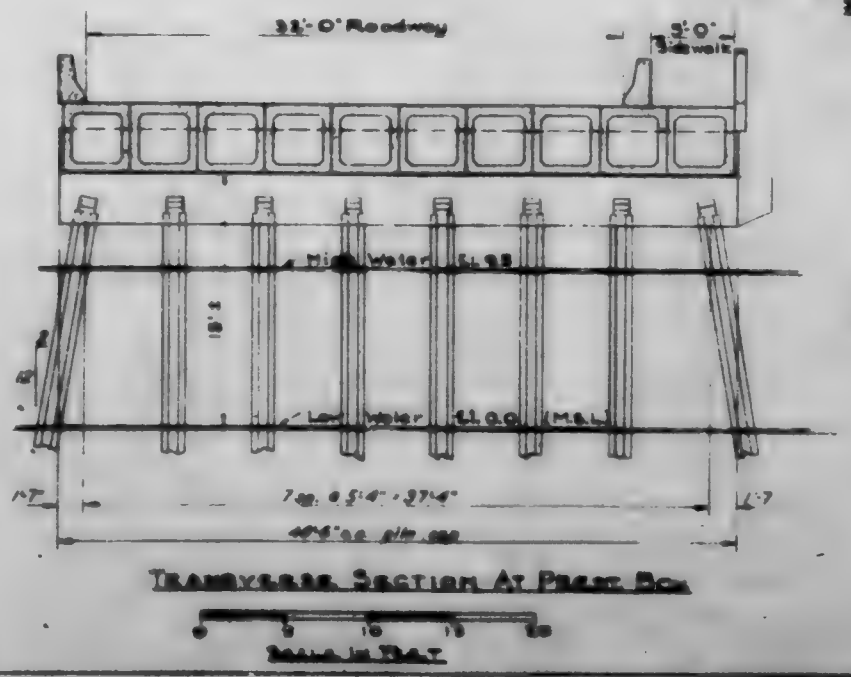
PROPOSED BRIDGE OVER NESTUCCA RIVER IN PACIFIC CITY

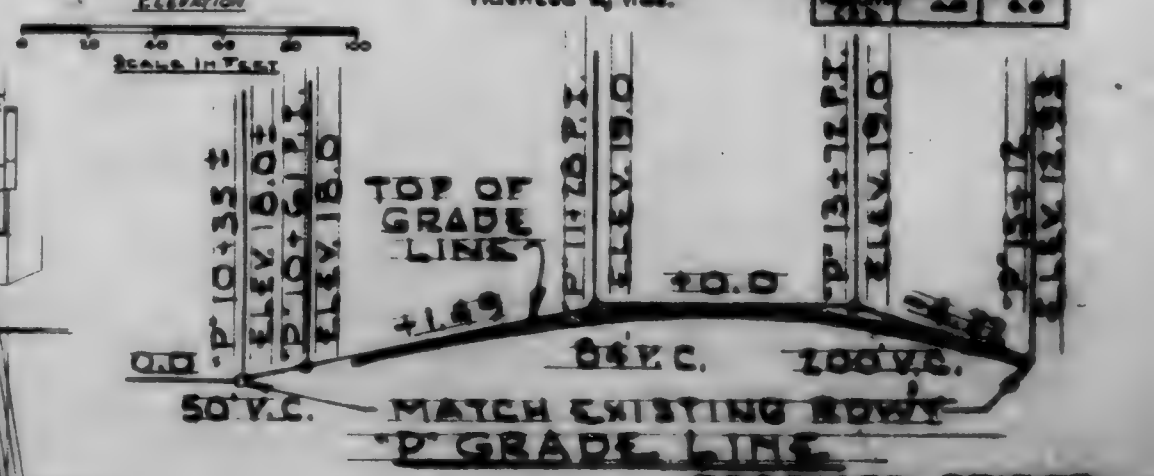
APPLICATION BY OREGON STATE HIGHWAY COMMISSION

FEB. 1973 SHEET 2 OF 3


426'0" c/c to c/c end Bents
4 spans @ 42'-0" = 84'-0"
18" Prest. Slabs
1 span @ 102'-0"
48" Prest. Box Beams
5 spans @ 40'-0" = 200'-0"
21" Prest. Slabs
Bent #1
Sta. 9+86.1
Bent #9
Sta. 13+12
℄ Roadway
CUT
S 81° 44' 00 E
FILL
FILL
NESTUCCA R. V&E
Plan

Special Pedestrian Rail
96'0" Hor. clearance
CUT
High Water El. 9.2
Low Water abt. 00 (M.S.L.)
Precast Prestressed Concrete Piling (Typical)


32'-0" Roadway
1'-0" Sidewalk
℄ High Water El. 9.2
Low Water El. 0.0 (M.S.L.)
Transverse Section At Pedestal Bent


Elevation
Scale in Feet
TOP OF GRADE LINE
+1.69
10.0
84' V.C.
100' V.C.
50' V.C.
MATCH EXISTING ROADWAY
"P" GRADE LINE
PROPOSED BRIDGE
OVER
NESTUCCA RIVER
PACIFIC CITY

DEPARTMENT OF ENVIRONMENTAL QUALITY

TERMINAL SALES BLDG. • 1234 S.W. MORRISON ST. • PORTLAND, OREGON 97205

TOM McCALL
GOVERNOR

L. B. DAY
Director

ENVIRONMENTAL QUALITY COMMISSION
B. A. McPHILLIPS
Chairman, McMinnville
EDWARD C. HARMS, JR.
Springfield
STORRS S. WATERMAN
Portland
GEORGE A. McMATH
Portland
ARNOLD M. COGAN
Portland

23 Feb 1973

Proposed replacement bridge
Across Nestucca River
at Pacific City, Oregon

PUBLIC NOTICE
73-N-04
BRIDGES

The following shall constitute public notice by the State of Oregon that the Department of Environmental Quality, pursuant to the requirements of Section 21(b) of the Federal Water Pollution Control Act as amended by Public Law 91-224 has been requested to certify that there is reasonable assurance that the project described in U.S. Coast Guard Public Notice No. 73-N-04 will not violate applicable water quality standards. Comments regarding possible water quality effects of the proposed project should be sent within 20 days to the Department of Environmental Quality, 1234 S.W. Morrison Street, Portland, Oregon 97205.

7906

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 6, 1973

Mr. Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

Attention Mr. Herbert A. Schell

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

Nestucca River (Pacific City) Bridge
Bridge No. 11366A
FAS 618
Coast Guard Permit

Recently we applied to the Seattle Coast Guard office for their concurrence that the planned replacement of this bridge which collapsed last October would be a replacement in kind done under the existing bridge permit. The Coast Guard has evidently declined such concurrence and has issued a Public Notice calling for comments on the proposed replacement and is apparently processing a new permit in the usual manner.

Since this structure is vital to the services necessary for Pacific City and to serve the tourist traffic, replacement should begin at the earliest possible date. We are scheduled to receive bids on the bridge April 26, 1973. It appears that permit processing by the Coast Guard will probably cause a delay beyond that date.

Any assistance you can give through your connections with the Coast Guard to expedite the processing of this permit and prevent delay will be greatly appreciated.

RWE:dh

cc E. S. Hunter
C. O. Fredrickson
H. S. Cox
Coast Guard

RECEIVED
MAR 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

7906

March 6, 1973

AIRMAIL

The Honorable Wendell Wyatt
Member of Congress
2438 Rayburn House Office Building
Washington, D. C. 20515

Dear Wendell:

I have your February 9 communication enclosing the newspaper article and a letter from Nancy Cotter regarding replacement of the Nestucca River Bridge at Pacific City.

On October 27, 1972, the main span of this structure collapsed under the load of a lumber truck. At that time, the structure was on a county road which was not a part of the federal-aid secondary system and, therefore, not eligible for Federal funding.

Because the County did not have sufficient funds to finance the replacement and because the structure served an urgent community need and carries tourist traffic, the State and the Federal Highway Administration cooperated to make it a part of the federal-aid secondary system.

The project was programmed with the Federal Highway Administration; however, since Congress had adjourned without passing a Federal Highway Program, there will be no Federal funds available for this project. In order to overcome this hurdle and allow construction to begin at the earliest time possible, the State Highway Division agreed to loan Tillamook County sufficient State funds to finance the project with the understanding that the County would repay the State using its share of Federal-aid secondary funds, assuming that a Federal Highway Bill providing such funds will be forthcoming.

This will obligate Tillamook County's share of FAS funds for the next four years providing the amount of funds included in the Highway Bill is similar to that available in the past.

This clears the way for receipt of bids for this project on April 26, 1973, providing a delay concerning a Coast Guard Bridge Permit is not encountered.

The State Highway Division, acting as an agent for the County, has requested that the Coast Guard consider this project to be a replacement-in-kind which can be accomplished under the existing bridge permit.

The old structure has a wooden trestle-type with a wooden truss main span. The replacement structure will be a concrete trestle type with a precast concrete box main span. The type of structure is essentially the same; the construction material has been changed from wood to concrete; and navigation clearances remain the same.

If the Coast Guard concurs in a replacement-in-kind, construction can begin as scheduled. If the Coast Guard does not concur and requires a new bridge permit, construction could be delayed several months until the permit is issued.

Any assistance you can provide in obtaining prompt consideration of this matter by the Coast Guard will be sincerely appreciated by everyone affected by this project.

Sincerely,

George H. Baldwin
Administrator of Highways

cc Commander (OAN)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

bc F. B. Klaboe
A. E. Johnson
E. S. Hunter
H. S. Cox
Walter J. Hart
RWE:ag fn

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FEB 6 1973

IN REPLY REFER TO:
HNG-10

Honorable Wendell Wyatt
House of Representatives
Washington, D.C. 20515

Dear Mr. Wyatt:

This is in reply to your January 19 communication enclosing a newspaper article from The North Coast Times-Eagle. The article urges the rapid replacement of the Pacific City Bridge.

Federal-aid highway funds are made available to the States each year for the construction and improvement of roads and bridges that are included in the Federal-aid highway systems. It appears from our maps that the Pacific City Bridge is on a Federal-aid secondary route and, if so, it could be eligible for replacement with Federal-aid secondary funds. It must, however, meet other State and Federal criteria and priorities as well.

Under the Federal regulations, the States are responsible for determining their priorities for the expenditure of the available funds and for proposing specific projects to be undertaken with those funds. The role of the Federal Highway Administration is one of approval or disapproval of the States' plans.

The Oregon State Department of Transportation at State Highway Building, Room 129, Salem, Oregon 97310, has the responsibility of ordering priorities for available funds in Oregon.

We appreciate the opportunity to provide you with this information. If we may be of any further service, please let us know.

Sincerely yours,

H A Lindberg

H. A. Lindberg
Acting Associate Administrator for
Engineering and Traffic Operations

Enclosure:
Transmitted Correspondence

We need bridges rebuilt. School buses are [illegible] & cross some Oregon bridges. STOP FUND FOR WAR & DESTRUC[illegible]

Pacific City Bridge, residents' welfare, depend on Nixon

by
ROBERT ALMQUIST,
News Editor

(This is the first of a two-part series on the problems that face a bridgeless Pacific City.)

Last Thursday morning, two Oregon State Highway Officials and Tillamook County's three Commissioners huddled together in the County Courthouse and exchanged ideas about the rebuilding of the Pacific City Bridge.

Meanwhile, Pacific City and Woods residents went about their daily business trying to keep up a living in their suddenly rather remote township, and wondering what a summer without a bridge would mean.

At about three in the afternoon, October 24, 1972, the main span of their bridge, along with a loaded truck, fell into the Nestucca River. The bridge had connected the central part of Pacific City with the peninsula jutting into the ocean, now this area and its many merchants and residents must rely on a five-mile Woods by-pass detour to peninsula locations.

The problem, is not the adversity caused by the extra five mile jaunt, but rather by the loss in trade since visitors, in the words of one merchant, "more often than not turn around and head back to Tillamook City."

The town wants the bridge rebuilt, and so does the County and the State. Ah, but will the bridge be rebuilt?

The answer lies with President Richard M. Nixon.

The approximate cost of the new bridge is $400,000 according to the Commissioners' office. This cost will be divided among Federal, State and County agencies with the Federal Government paying 80 percent and the State and County each chipping in 20 percent. The Federal money is funds that would normally be coming to the County anyway, so this is no extra Federal expenditure.

The problem facing the Commissioners and the State Highway Department is that the Federal Government, in particular, Mr. Nixon, has now taken to freezing Federal funding for similar projects.

Should the Federal Government come through with its share, then supposedly, in April, the State will offer the contract to private builders. A spokesman for the County believes that this will most likely take about 90 days. Then, the actual construction of the new bridge will probably take another 90 to 120 days.

This timetable offers the merchants of Pacific City a very bleak summer forecast. Some merchants report over a one-third business loss during this past winter, a traditionally slow period in this coastal resort town which is very popular with summer tourists.

(Next week: an examination of the prospects of a summer without a bridge at Pacific City.)

What is left of the Pacific City Bridge. (Times-Eagle photo)

WENDELL WYATT
First District
OREGON

House Office Building
Washington, D.C. 20515

APPROPRIATIONS
COMMITTEE

Congress of the United States
House of Representatives
Washington, D.C. 20515

January 19, 1973

Nancy Cutter
492 NE Glisan St. #416
Portland, Oregon 97213

Dear Friend:

This will acknowledge receipt of the clipping from the North Coast Times--Eagle with respect to the vital need for construction of a new Pacific City Bridge.

Please be assured that I recognize fully the vital need for construction of this bridge and I will do everything within my power to see that Federal Highway Trust Funds are released for its construction.

Best wishes.

Sincerely yours,

Wendell Wyatt

WENDELL WYATT
Member of Congress

WW/e

1-31-73

Dear Mr. Wyatt,
This bridge is just one of 10,000 bridges in need of repair across our country. School buses have to be rerouted in some places. We want Congress to stop spending money on war destruction and building up more nuclear arms. We want our needs at home taken care of now! N. Cutter

CON 19-1
Pac
City

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **February 28, 1973**

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Financing, Pacific City Bridge**
Tillamook County, FAS 618

In order to facilitate immediate action on replacement of the collapsed bridge over the Nestucca River in Pacific City (Tillamook County's FAS 618), on December 12, 1972 the Highway Commission approved a programed amount of $50,000. This action carried the stipulation that these funds be supplemented with future FAS funds when they become available.

It has now been determined that the total cost of replacement of the bridge will be approximately $400,000. Tillamook County has requested that the State Highway Division finance the total cost with repayment to come from future FAS funds. Under Tillamook County's present allocation, this involves five years' monies.

It is anticipated that the project will take two years to complete. At that time Tillamook County will borrow three years of future funds, thereby paying for the entire bridge within the normal time frame for such type financing. Although the total estimated cost of this project is approximately $400,000, only $80,000 will be the cost to the State upon its completion.

This matter will be on the agenda for the March 6 meeting for your approval.

bc: C. W. Head
George Baldwin
A. E. Johnson
R. L. Schroeder
V. E. Skoog
H. S. Cox
W. J. Hart
L. H. Young
C. O. Fredrickson
Gary Sund
Gary Ross

RLS:ajw jf

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 26, 1973

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

BUILDING

SUBJECT: Proposed Financing for FAS-C Project

The Highway Commission at the December 12, 1972 meeting approved the Nestucca River (Pacific City) Bridge Section on FAS 618 in Tillamook County.

Approval was with the stipulation that the $50,000 estimate was to be supplemented with future FAS funds when they become available. Now, because of the urgency of this project and the fact that the FAS-C funds are not immediately available, Tillamook County is requesting that the State Highway Division supplement this project so that construction can begin sooner. The County then will reimburse the State with Federal funds when they become available.

If satisfactory, would you please submit this matter to the Highway Commission for approval at the March 6, 1973 meeting. A draft of a suggested letter to the Commission is attached.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:mm

Att.

RECEIVED
FEB 27 1973
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

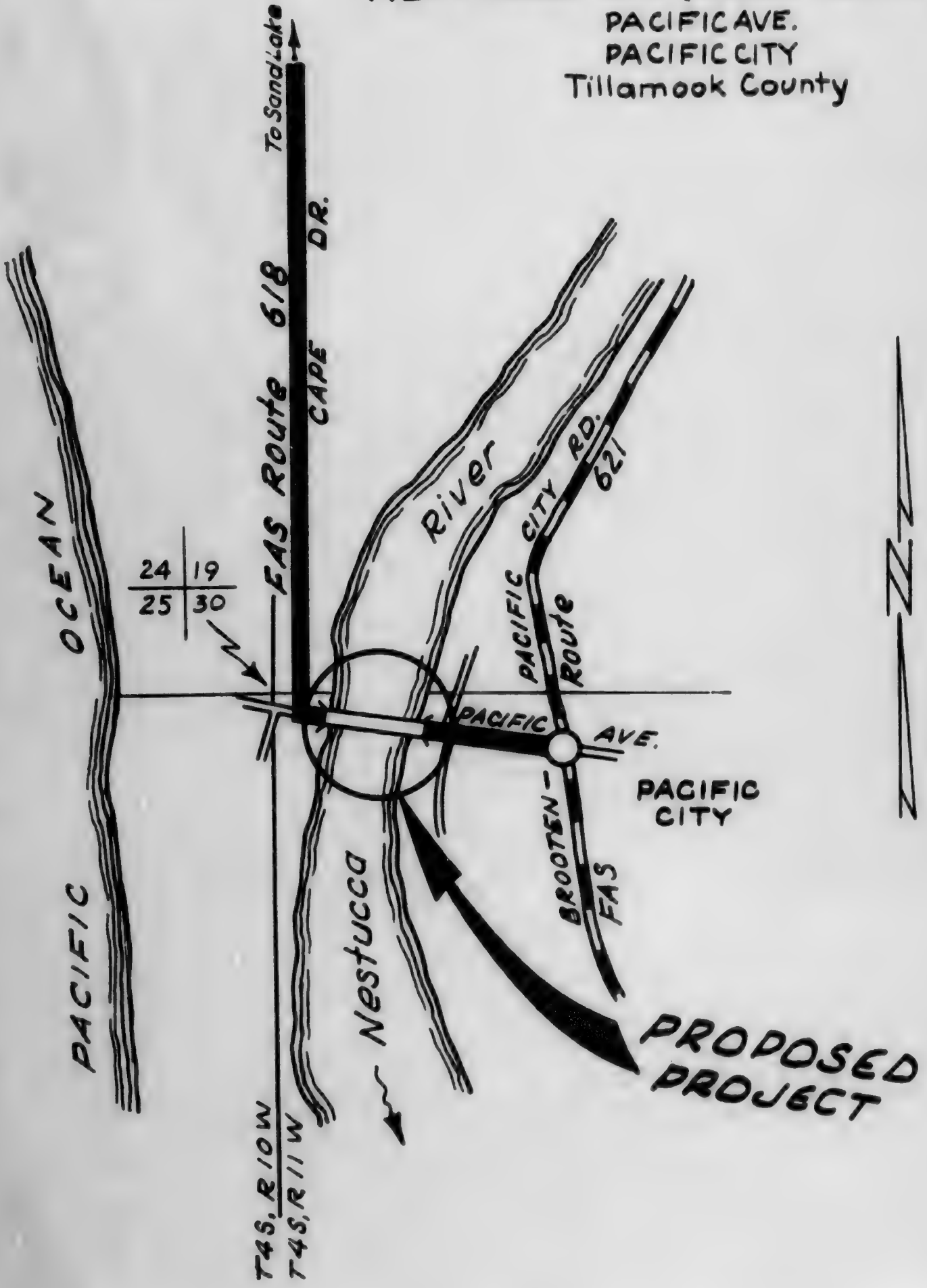
TILLAMOOK COUNTY
Supplemental of FAS-C Funds

FAS 618: Nestucca River (Pacific City) Bridge Section, Pacific Avenue. Approximately 400 feet, $400,000.

On December 12, 1972 the Highway Commission approved the Nestucca River (Pacific City) Bridge Section on FAS 618 for an estimated amount of $50,000 with the understanding that these funds were to be supplemented with future FAS-C federal allocations. However, due to the urgency of replacing the bridge the County is requesting that the State advance the necessary additional funds so construction can begin as soon as possible. The County will reimburse the State with their future FAS-C allocations.

NESTUCCA RIV. (PACIFIC CITY) BR.

PACIFIC AVE.
PACIFIC CITY
Tillamook County



7906

February 16, 1973

Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, WA 98104

Dear Sir:

Nestucca River Br. at Pacific City
SandLake-Woods Road
Tillamook County
Bridge No. 11366A
Navigation Permit

The Oregon State Highway Division, as agent for Tillamook County (see attached County Road FAS-C project request dated 11/9/72 for authority), presents information relative to the Nestucca River Bridge at Pacific City. It is requested that the Coast Guard give consideration to a request that replacement of the collapsed structure with a new, similar type structure be considered a replacement in kind which can be done under the existing permit.

On October 24, 1972 the main span of the structure collapsed under the load of a lumber truck. At that time the bridge was on a county road, not part of the federal-aid secondary system, and replacement was not eligible for state or federal funding. The County had no funds with which to finance the replacement. Because of the extreme need for replacement of the structure in order to allow a direct route for emergency vehicles and school buses and in order to provide for coastal tourist traffic as soon as possible, it became necessary to find some form of emergency financing. Through cooperation of the Federal Highway Administration and their understanding of the urgent need of replacement of the structure, the section of road containing the bridge was added to the Federal Aid Secondary System and thus became eligible for federal and state participation in funding of the replacement structure.

When Congress adjourned without passing a federal highway bill the matter became further complicated due to the fact that federal aid secondary funds have been exhausted recently and are not available for this project. It then appeared that the beginning of construction would have to wait upon a new federal highway bill and additional federal funds. Public and political pressure underlined the extreme need for structure replacement and caused a re-evaluation of the financial situation. The problem was resolved this week when

at the expense of other projects the State Highway Division agreed to loan the County sufficient state funds to finance the replacement project. The County will repay the State out of their share of future federal aid secondary funds (for several years to come) assuming such funds will be included in the new federal highway bill.

As indicated above, financing has been a continuing question, however, with the financial problem now solved, it appears that the earliest date on which bids can be received for the project is March 29, 1973, and it is presently our plan to receive bids on that date.

This project does not involve lands covered by Section 4(f) of the Department of Transportation Act.

Relative to the "National Environmental Policy Act of 1969", the attached negative declaration has been written in compliance with the act and presents the following points:

1. The environmental impact of the proposed action is negligible.

2. The adverse environmental effects which cannot be avoided are considered to be negligible.

3. This project consists of replacing a timber structure which collapsed with a similar wider concrete structure on the same alginment. Alternate locations would require additional right of way and have a greater effect upon the environment. The alternative of "doing nothing" would be intolerable since it preserves the existing condition of no structure and all its ramifications.

4. The relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity involves the existing short-term and anticipated long-term use of the area for urban, residential, recreational and tourist purposes and the associated operations of marketing, supply and transportation. The Sandlake-Woods Road is the principle arterial serving Pacific City. In addition, school bus and emergency services use the road as do business, residential, recreational and tourist traffic. Replacement of this structure will allow for continuance of productivity, development and use of the area over the long term.

5. Irreversible and irretrievable commitments of resources which would be involved in the proposed action, should it be implemented, include the commitment of land necessary for the approach widening and the commitment of materials, time and effort to the project itself.

The negative declaration has been submitted to the Federal Highway Administration for approval. Approved copies will be forwarded to your office upon receipt.

The structure, of which the main span collapsed, consisted of timber trestle type approach spans with a timber pony truss main span. The replacement structure consists of concrete trestle type approach spans somewhat longer than the timber spans and a concrete box girder main span slightly longer than the timber span. The overall length of the new structure is only 16 feet greater than the original structure. The longer approach spans provide better passage of drift during flood periods and will help eliminate drift pile-up which has been a problem in the past. The main span provides the same horizontal navigation clearance as the old structure and approximately 1.5 feet of additional vertical clearance.

Since the replacement structure is on the same alignment as the old structure and is a trestle type as was the old structure, it is our opinion that this is a replacement in kind in the same location and that the replacement work can be done under the existing permit. The attached drawings are, therefore, sent in order to update the original permit drawings. Your concurrence in this matter is hereby requested.

Because March 29 is the date proposed for receipt of bids, it is requested that this matter be processed as soon as possible.

Please make a determination as to the necessity of navigation lights at this location and if they are found to be required, advise as to type and location.

Very truly yours,

RWE:dh
Attachments
cc George M. Baldwin
F. B. Klaboe
W. J. Hart
F. L. Hall
H. S. Cox
R. E. Royer
C. O. Fredrickson
J. H. Wood

E. S. Hunter
Assistant State Highway Engineer

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

February 16, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 800
Salem, Oregon 97308

Nestucca R. (Pacific City) Bridge
Pacific Avenue, FAS 618
Tillamook County

Dear Mr. Green:

This negative declaration is preceding our location and design approval for the subject FAS-C project.

LOCATION AND DESCRIPTION OF PROJECT The proposed Nestucca River Bridge project is designed to cross the Nestucca River at Pacific Avenue in the community of Pacific City, in the southerly coastal area of Tillamook County.

The proposed structure would replace a collapsed wooden bridge with a modern permanent structure. The new structure will consist of reinforced precast concrete members placed on precast concrete piling. Total length will be 426 feet and the top width is to consist of two 12-foot travel lanes, 4-foot shoulders and a 5-foot walkway on the southerly or downstream side. Provisions will be made for the attachment of utilities and the old bridge will be removed as part of the construction project. Tillamook County will construct the approaches to meet the ends of the new structure.

PURPOSE OF PROJECT On October 24, 1972, the wood truss center span of the existing bridge over the Nestucca River at Pacific City collapsed and fell into the river. Since the structure is of vital importance to the service of the community its replacement is urgently needed to restore an important traffic link within the community.

It is the purpose of this proposal to replace an existing nonfunctional facility with a safe, durable structure and to renew intercommunity services.

EXISTING ENVIRONMENTAL SETTING Pacific City is a typical coastal community situated along the banks of the Nestucca River and centered approximately 0.3 mile east of the Pacific Ocean shoreline. Community life has established itself around water-oriented recreational facilities. Various business and commercial establishments, a post office, a fire station, permanent and seasonal residences, plus public park and recreation facilities all make up the environment of Pacific City.

FAS Route 618, being a combination of local roads, begins in Pacific City on the east side of the Nestucca River. The route then crosses the river on Pacific Avenue in a westerly direction, and then travels north along the coast past the Cape Kiwanda recreation area, through communities of Tierra Del Mar and Sandlake to a junction with the Oregon Coast Highway near Hemlock. It not only integrates other road systems in the area, but also provides a connecting link in a coastal scenic route from Pacific City to the Tillamook Bay. In addition to the public and private recreation sites along the coastline it provides access to timber and farm lands. It also serves commercial enterprises, permanent residences, and summer homesite developments.

The Nestucca River begins in the Coast Range and flows in a generally westerly direction and enters the Pacific Ocean through Nestucca Bay approximately three miles south of Pacific City. In its lower reaches it meanders through valley farmlands, and in the immediate project area its flow is affected by both tidal action and frequent heavy rainfall runoffs.

DISCUSSION OF ENVIRONMENTAL IMPACTS The most significant impact on the community will be the construction of a safe, durable facility that will assure the restoration of a vitally important traffic arterial within the heart of Pacific City.

Since Tillamook County claims an existing 80-foot right-of-way, no additional property will be acquired for the proposed project. No one will be required to move from his home or business location and all approaches will be restored. Minor adjustments will be made to existing aerial and underground utilities and provisions will be made for the attachment of utility lines to the new structure.

The State Clearinghouse, having received input from appropriate state agencies, approved the project January 12, 1973.

During construction of the project, all necessary pollution control methods will be used to ensure that Nestucca River and the surrounding natural environment will remain unimpaired. Federal, state, and local regulations concerning erosion control, air pollution, and water quality will be enforced. Temporary and permanent methods of pollution control will be used, such as seeding and mulching or riprapping of slopes, protection against siltation and water turbidity, and prevention of waste and deleterious materials from entering the water or shore areas. All parts of the existing bridge will be removed down to or below the natural bottom of the waterway; and all work shall be so conducted that the free navigation of Nestucca River is not unreasonably interfered with and the present navigable depths are not impaired.

It is planned to construct all bents by driving precast concrete piling into the riverbed. This type of construction avoids turbidity by eliminating the necessity of excavating for pier footings. Because there will be no excavations in the streambed, excessive silt loads harmful to aquatic life will not be created by the construction of the new structure. The pile bents will be spaced greater distances apart than those of the existing bridge, thus assuring larger clearances for flood flows, debris passage and boat travel. It is further anticipated that the end bents will be placed sufficient distances from the water's edge so that very little, if any, fill material will fall into the river as a result of the County's approach roadway construction.

There are no public parks, recreation facilities, registered historical sites, or wildlife refuges that will be adversely affected by the proposal.

The Nestucca River and Nestucca Bay are utilized for sport fishing and other recreation from small boats. The proposed bridge will allow for free movement of all existing classes of boats using the waterway. The interface of highway and waterway use will not impede or adversely affect each other.

Preliminary studies for a nuclear power plant site near Cape Kiwanda do not include the use of the Nestucca River as a means of barging construction materials or operational equipment.

The existing bridge has been out of operation and traffic has been rerouted since October 24, 1972. This alternate route will remain available until traffic is restored to its original location. The major inconvenience to the traveling public will be in the length of time that the structure remains out of service.

BASIS FOR NEGATIVE DECLARATION The proposed project is an important element in Tillamook County's transportation system and is necessary for public safety. The benefits of the completed project will outweigh any temporary inconvenience to the road user and the detrimental impact, if any, to the environment of the local community will be negligible.

The Oregon State Highway Division does endorse the statements made in this negative declaration based on information furnished by Tillamook County; and your concurrence is respectfully requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

Endorsement to Oregon State Highway Division

Concur_____ Date_____
Division Engineer

GAP:bb dg

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
Frank Hall
L. H. Young
H. S. Cox
C. O. Fredrickson

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Tillamook FAS No. 618 Date Nov. 9, 1972
County Road Name Sandlake-Woods Road
Section Name
Type of Project
Location of Project (Attach sketch map) Pacific City
ADT Design Speed

Is this request for county bridge design only? Yes No
county FAS bridge design? Yes x No
Will County hire consultant for this project? Yes No x
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type (AC, Pug Cold Mix, Penetration Mat) Total Travel Width

2. Shoulders: Type (AC, Pug Cold Mix, Oil Mat) Width Each Side Total Top Width

3. Grading & Drainage:
By County County Date of Completion By Contract

4. Bottom Base Course:
By County County Date of Completion By Contract
Has base design been given to County? Yes No
Will it be furnished? Yes No

5. Leveling Course:
By County County Date of Completion By Contract

6. Binder Course:
By County County Date of Completion By Contract

7. Traveled Surface & Shoulders:
By County County Date of Completion By Contract

8. Clearing:
By County County Date of Completion By Contract

9. Curbs:
Curbs Required? Yes No
Type Desired (rolled, exposure, monolithic, special county standard, etc.)

Width between curbs

RECEIVED
COUNTY & CITY SECTION
NOV 13 1972
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____No_____
If answer is No, which of the following applies?
Contrary to public safety_____Cost excessive to need or use_____
Sparse population_____Area exempt from bike law_____
What is desired width of trail or walkway_____ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____No_____

12. Will replacement be by: County_____Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____

By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes____ No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes_____No_____

26. Will detour be constructed & maintained by Contractor? Yes_____No_____

27. Will County sign project outside work area during construction?
Yes_____No_____

28. Will Contractor sign project outside work area during construction?
Yes_____No_____

29. Should contract provide for permanent signing? Yes_____No_____

30. Should State do permanent signing? Yes_____No_____

31. Will traffic signals be required? Yes_____No_____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream Nestucca

2. Name of bridge Pacific City Bridge

3. Dimensions of existing bridge. Length 300 Roadway Width 20 feet

4. Type of design and material used in existing bridge. Wooden on piling; main span pony truss

5. Location (please attach map with location marked):
Section 30 Township 4S Range 10W W.M.

6. Desired width of proposed bridge 32' Approx. length 300'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes X No_____
Upstream X Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes_____ No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Most economical, reinforced concrete with concrete piling
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No X
Explain_____

10. Foundation Testing: By County? Yes_____ No_____
By State? Yes X No_____

11. Will County close road during construction? Yes X No_____

12. Can presently established road be used as detour? Yes_____ No_____

13. Must a new detour be constructed? Yes_____ No X

14. Will detour be constructed & maintained by County? Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction?
Yes_____ No_____

17. Will Contractor sign project outside work area during construction?
Yes_____ No_____

18. Approaches or Connections by County Yes X No_____
by Contractor Yes_____ No_____
Traveled surface: Type Asphalt Width 32'
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes X No_____

N.W. quadrant distance from structure 100
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure 100
S.E. quadrant distance from structure_____

If necessary

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No__x__
Use for detour? Yes_____ No__x__
Removed by County? Yes_____ No_____
Removed by Contractor? Yes__x__ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes__x__ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes__x__ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No__x__ Size_____
Company_____
c. Storm sewer: Yes_____ No__x__ Size_____
Company_____
d. Gas mains: Yes_____ No__x__ Size_____
Company_____
e. Power lines: Yes__? x__ No_____ Size_____
Company_____
f. Telephone lines: Yes__? x__ No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes__x ?__ No_____

25. Does County wish lightpost bases and conduit installed?
Yes_____ No__x__

26. Does County wish complete job of illumination in project?
Yes_____ No__x__

27. Is project contingent upon other factors? Yes_____ No__x__
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

_____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes_____ No_____
   By Consultant? Yes_____ No_____
   By County? Yes_____ No_____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes_____ No_____

3. Construction plans and specifications to be prepared:
   By State? Yes_____ No_____
   By Consultant? Yes_____ No_____
   By County? Yes_____ No_____

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No_____

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No_____
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

_____

_____

_____

_____

_____

_____

_____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum _____ Minimum_____

2. Is any additional right-of-way needed? Yes_____ No_____

3. Will right-of-way be acquired by: Resolution_____ or Deed_____

4. Should State prepare options? Yes_____ No_____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No_____

6. Should material source site be included in right-of-way descriptions? Yes_____ No_____

7. Is there any merchantable timber on right-of-way? Yes_____ No_____

8. Will timber be reserved for owner? Yes_____ No_____
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No_____
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No_____
    If yes, give type and name of utility company:_____
    _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No_____
    If yes, give type and name of utility company:_____
    _____

13. Are utilities on existing right-of-way by permit _____ or by franchise_____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No_____
    If yes, give name of irrigation company or district_____
    _____
    and dates between which water can be turned off: From_____
    To_____

15. Are there any railroad crossings? Yes_____ No_____

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry _____ Cinders _____

2. Owner: County_____ State_____ Private_____ Other_____

3. Location: _____ Section_____ Township_____ Range_____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow_____ Select Topping _____
   Base Course_____ Level Course_____ Mineral Agregates_____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $_____

2. Available FAS Funds $_____

3. Does County wish advancement of future Federal funds? Yes_____ No_____
   Amount_____

4. Date match money is available_____

5. Will there be any 100% County money? Yes_____ No_____

6. Maximum amount of 100% County money available: $_____

7. Date County requests letting:_____

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By R. F. Brennaman
County Judge or Comm. Chairman

By _____
County Commissioner

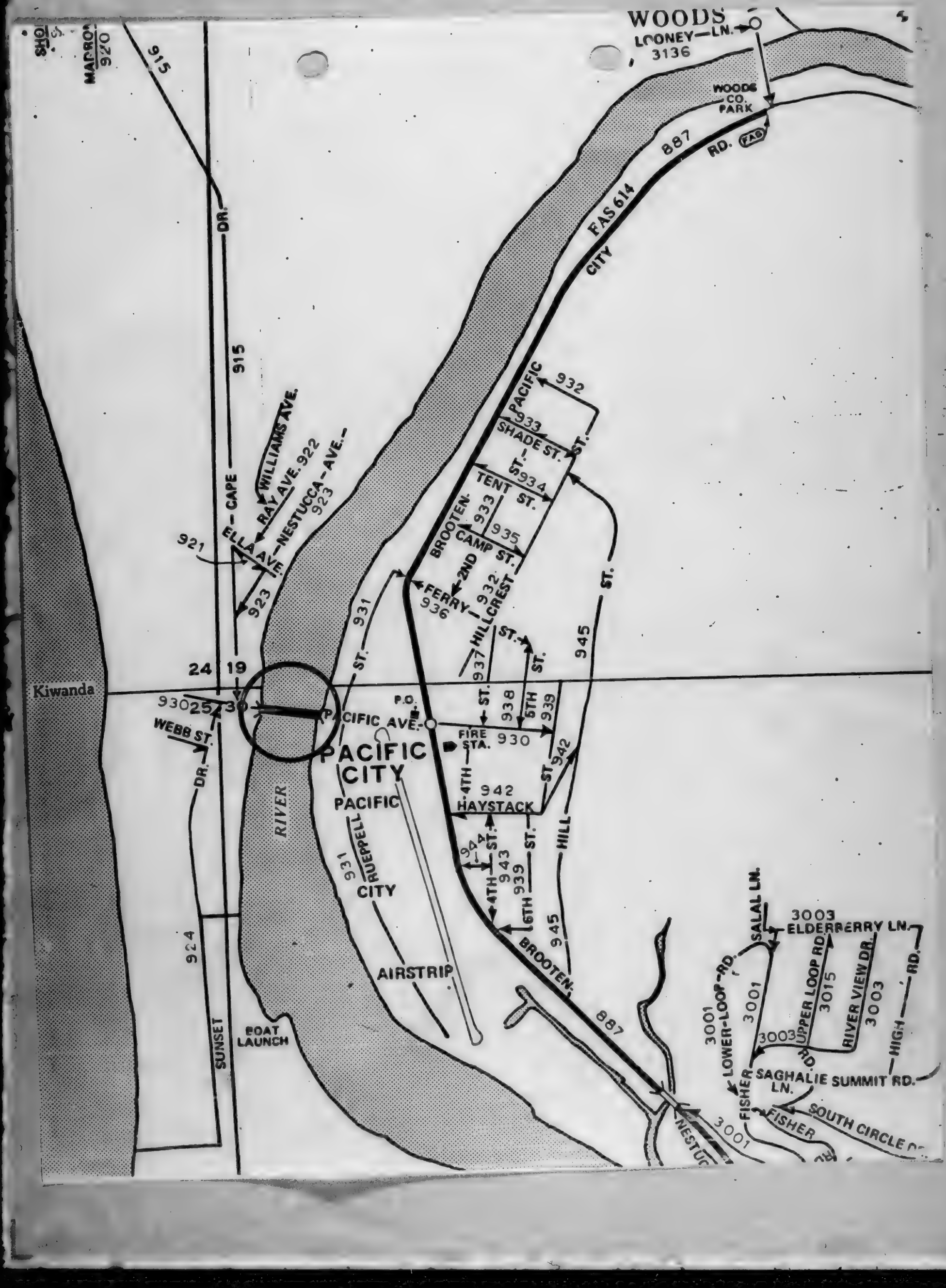
By Chas L Bailey
County Commissioner

By A R Wilhelm
County Engineer or Roadmaster

County TILLAMOOK COUNTY
Date 11-9-72

O.S.H.D. Field Engineer

Date 11-13-72


WOODS
LOONEY—LN.
3136
WOODS CO. PARK
887
RD.
FAS
FAS 614
CITY
915
DR.
MADRON
920
SHO
915
E—CAPE
WILLIAMS AVE.
RAY AVE. 922
NESTUCCA—AVE.—
923
921
ELLA AVE.
923
931
ST.
PACIFIC
932
933
SHADE ST.
ST.
934
TENT ST.
BROOTEN
933
935
CAMP ST.
2ND
FERRY
936
932
HILLCREST
ST.
937
ST.
ST.
945
ST.
24
19
Kiwanda
930
25
30
P.O.
PACIFIC AVE.
938
5TH
939
FIRE STA.
930
WEBB ST.
DR.
PACIFIC CITY
PACIFIC
4TH
942
HAYSTACK
ST.
942
ST.
RIVER
931
RUEPPELL
CITY
944
ST.
943
4TH
939
6TH
939
ST.
HILL
945
BROOTEN
924
AIRSTRIP
SUNSET
BOAT LAUNCH
887
3003
ELDERBERRY LN.
SALAL LN.
3001
LOWER-LOOP-RD.
3001
UPPER LOOP RD.
3015
RIVER VIEW DR.
3003
HIGH
RD.
3003
RD.
SAGHALIE SUMMIT RD.
LN.
FISHER
SOUTH CIRCLE
FISHER
3001
NESTUC

7906

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE February 16, 1973

TO R. L. Schroeder
Assistant State Highway Engineer

FROM for Don Byard
Environmental Director

SUBJECT Nestucca R. (Pacific City) Bridge
Pacific Avenue, FAS 618
Tillamook County

The subject environmental statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the social, economic and environmental aspects of the project.

If you agree, please sign four copies and return them to this office for submission to FHWA for concurrence.

Attachment

cc F. L. Hall
V. D. Wolfe
B. L. Gifford
G. A. Potter

RECEIVED
FEB 15 1973
Office of
Assistant State Highway Engineer

All copies signed
and returned to
Byard 2-15-73

NOTED
R. L. SCHROEDER

File

5

FORM E-33 (REV. 10-62)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 13, 1973

SUBJECT: Nestucca River (Pacific City) Bridge
Pacific Avenue
Tillamook County

To:
MEMO TO FILE

NOTED
E. S. HUNTER

The proposed Nestucca River Bridge is located in Pacific City and is a replacement structure for the existing bridge, part of which collapsed under load in the fall of 1972. In this reach immediately upstream from Nestucca Bay, the river has a very flat hydraulic gradient. The land area lying predominently along the southeasterly bank from the river's mouth to a point approximately five miles upstream forms a flood plain subject to frequent winter and spring inundation. Many homes located along the river bank in the Woods area have been constructed on stilt foundations thus allowing flood waters to pass unobstructed beneath the buildings.

This flood plain area is subject to inundation under two conditions--by high peak flows on the river and by high tides with strong westerly winds, conditions common to most coastal streams with low tidal flats. The highest known water elevation, based on information obtained from residents of Pacific City, appears to have been about +9.5 feet USGS msl datum.

An interesting observation made between the 1964 and 1971 floods shows the influence of tides on highwater elevations. During the floods of 1964-65 and 1971 a stream gage located 13 miles upstream from the river mouth indicated the following:

Year	Peak Flow	Highwater El. at Bridge Site
1964-65	24,000 cfs	9.5 feet msl
1972	29,000 cfs	8.7 feet msl

This apparent contradiction between discharge and water stage is attributed to the fact that in 1972 the tides and winds did not impede the river flow to the extent of the 1964-65 flood. Greater stream velocities resulted in 1972 because of the lower tide.

RECEIVED
FEB 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A-052475-734

The 1964-65 flood produced an unusual amount of debris which accumulated against the upstream side of the existing bridge; "lattice" bracing between the bridge piling was the major cause of the build-up. County road crews have since removed most of the lattice work from the upstream face of the bridge piling thus improving the waterway opening. With the lattice in place and abnormal drift piled against it, the 1964-65 flood produced a 1.5-foot head differential through the bridge.

It is recommended that the design of the new structure provide the greatest span length and waterway opening possible to reduce the chance of future drift build-up. It is also recommended that Class 100 riprap be considered for channel slope protection to stabilize any disturbed soil caused by new construction.

Richard L. Lenz
Hydraulic Engineer

By
Jack Ayres
Foundation-Hydraulics Engineer

JA:jp
cc: E.S. Hunter ✓
V.D. Wolfe
Walt Hart
C.O. Fredrickson

HYDRAULIC DATA		
	Design Flood	Max, Flood yr (1971)
Discharge–c.f.s.	29,000 cfs	29,000 cfs
Frequency-yrs		
H.W. Elevation Natural Channel	9.5*	9.5*
H.W. Elevation Channel Change		
Velocity – f.p.s.	4.0	4.0

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

*Highwater elevation based on 1964 flood for which the recorded peak flow was only 24,000 cfs. Highwater elevations are influenced by tides.

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

NESTUCCA RIVER(PACIFIC CITY) BRIDGE

COMPILED BY	DATE
Jack Ayres	2-3-73

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

7906

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Atten: Mr. R. L. Schroeder, Asst State Highway Engr

DATE: February 12, 1973

In reply refer to: 10-35.6

FROM: For Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon FAS Route 618
Nestucca River Bridge (Pacific City)

We have received the Coast Guard's comments on the draft negative declaration for the Nestucca River Bridge (Pacific City) on FAS Route 618. Please review your revised draft and insure that the attached Coast Guard's suggestion is incorporated in some way.

It appears that any impact statement across a navigable water will require some Coast Guard input even though FHWA is the lead agency. Please review your procedure so this can be done in sufficient time before the final impact statement is published.

Enclosure.

NOTED
E. S. HUNTER

Hart
cc Byard

by Keeton

RECEIVED
STATE HWY ENGR
FEB 13 '73
REFER TO
Hunter
FOR
Info | Issues | R/D | D/R | Sign | Act ✓ | File

RECEIVED
FEB 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-2902

3271
Ser 56

8 FEB 1973

U. S. Department of Transportation
Federal Highway Administration
Box 300
Salem, Oregon 97308

Attn: Mr. H. A. Schell

Gentlemen:

A review has been made of your proposed Nestucca River bridge, negative declaration of environmental effects. The entire contents are concurred in. It is suggested that an additional paragraph devoted to navigation might be appropriate. The following is suggested:

> "The Nestucca River and Nestucca Bay are utilized for sport fishing and other recreation from small boats. The proposed bridge will allow for free movement of all existing classes of boats using the waterway. The interface of highway and waterway use will not impede or adversely effect each other."

In a meeting with the Tillamook County Engineer, Roadmaster, and one County Commissioner, these officials stated they would immediately submit an application for a new bridge permit. It would be forwarded through the Oregon State Highway Division for attachment of the necessary drawings. As soon as this application is received, the public notice will be issued for the proposed bridge.

The opportunity for comment on the Negative Declaration is appreciated. A copy of the final form with necessary signatures will be appreciated for use with the recommendation from this office to Coast Guard Headquarters in Washington on the bridge permit.

Sincerely,

A. C. PEARCE
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

FORM E-30

7906

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 26 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE January 25, 1973

TO Memo to the Files

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Nestucca River (Pacific City) Bridge
County Road 686
Bridge No. 11366A
Proposed PGE Nuclear Plant

NOTED
A. E. JOHNSON

Mr. Ed Shields of the U. S. Coast Guard office in Seattle, visited my office on January 23, 1973, and we discussed the proposed bridge replacement on the Nestucca River at Pacific City. He informed me that PGE has indicated Cape Kiwanda (north of Pacific City) to be a possible site for a nuclear plant for the production of electricity. He was concerned about the possible transportation of materials to the plant up the Nestucca River by barge and the effect on the design of the bridge. This might necessitate incorporation of a future float-out span. He indicated that this possibility must be addressed in the environmental statement.

Yesterday I called Mr. Roy Halicki in the PGE Portland office regarding this matter. He stated that the preliminary studies of materials shipment to the site do not include the use of barges on the Nestucca. A statement to this effect in the environmental statement, or negative declaration, should satisfy the requirements of the Coast Guard.

RWE:dh

cc A. E. Johnson
E. S. Hunter
H. S. Cox
D. R. Byard
H. A. Schell

RECEIVED
JAN 17 1973

5 4

7906

MEMO TO THE FILES
1/9/73

Re: Nestucca River (Pacific City) Br.
Pacific Avenue, FAS 618
Tillamook County

Pursuant to Paragraph 6c of PPM 20-8, a public hearing will not be required for the subject project due to the following stipulations:

1. Acquisition of additional right-of-way will not be required. It is proposed to construct a reinforced concrete structure consisting of two 12-foot travel lanes with 4-foot shoulders and a 7-foot walkway on the south or downstream side, all within the existing 80-foot right-of-way.

2. The proposal does not have any adverse effect on the abutting property. Even though the County will construct and pave the approaches, all private driveways will be restored and no abutting improvements will be destroyed or adversely affected.

3. The project does not change the layout of functions of connecting road or streets or the facility being improved. The existing facility, although widened to meet existing and future traffic demands, will retain its function as a two-lane two-way road.

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
F. L. Hall
R. E. Royer
Victor Wolfe
L. H. Young
R. N. CHase
B. L. Gifford

NOTED
R. L. SCHROEDER

RECEIVED
JAN 17 1973
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

7906

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO ALL INTERESTED FEDERAL AGENCIES

DATE December 14, 1972

FROM L. H. Young
Programing Engineer

SUBJECT Notice of Intent

In accord with paragraph 5 of the Federal Highway Administration Policy and Procedure Memorandum 20-8, attached is a Notice of Intent application to apply for federal-aid assistance.

Nestucca River (Pacific City) Bridge
FAS 15-100
Tillamook County

If your agency needs additional information or wishes to comment on these proposals, please advise the Programing Section, State Highway Division, Salem, Oregon

U.S. Dept. of Agriculture
U.S. Dept. of Housing
U.S. Dept. of Interior
Bureau of Outdoor Recreation
Federal Aviation Admin.
Bureau of Sports Fisheries & Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency
National Oceanic & Atmospheric Admin.
Division of River Basin Studies
Bureau of Land Management

NOTED
E. S. HUNTER

Attachments

BLG:

cc: G. L. Green, FHWA
E. S. Hunter
R. N. Chase
B. L. Gifford

RECEIVED
DEC 15 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | [1-8] PNRS # | [9] CARD TYPE: | Page One

02 [12] APPLICANT: State Highway Division | [46] DIVISION: Department of Transportation | [79]

03 [12] APPLICANT ADDRESS STREET [45]: State Highway Building | [46] CITY [60]: Salem | [76] ZIP [80]: 97310

04 [12] CONTACT PERSON [45]: L. H. Young | [46] AREA CODE [48]: 503 | [49] PHONE [55]: 378 | [56] EXTENSION [59]: 6563 | [71]

01 [12] PROJECT TITLE: Nestucca River (Pacific City) Bridge FAS 15-100 District 1 | [79]

11 [12] PROJECT LOCATION CITY [45]: Pacific Avenue Pacific City | [46] PROJECT LOCATION COUNTY: Tillamook | [71]

05 [12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): Construct a reinforced concrete bridge, approx. 400 feet long on existing | [71]

06 [12] alignment with a 32-foot clear roadway and a sidewalk on the upstream side. | [71]

07 [12] (See Remarks) | [71]

08 [12] | [71]

09 [12] | [71]

10 [12] | TOTAL

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	
12	[12] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
	240,000	-	80,000	80,000	-	400,000

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] | [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79] | [71]

14 [12] FEDERAL PROGRAM TITLE: Title 23 U.S.C. Highways

15 [12] FEDERAL AGENCY NAME [45]: Department of Transportation | [46] FEDERAL SUB-AGENCY NAME [79]: Federal Highway Administration

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34	[X] 35	[ ] 36	[ ] 37	[X] 38	[ ] 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH [42]: 1 | [43] DAY [44]: 24 | [45] YEAR [46]: 73

ADDITIONAL INFORMATION — ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Planning and Construction

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☒ Yes ☐ Date: -

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: December 14, 1972

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY Highway and Tillamook County

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-Aid Secondary Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 1
(b) State Representative District(s) Number(s) 3
(c) State Senatorial District(s) Number(s) 2

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS

The contractor is responsible for removing and disposing of the existing structure. Existing bridge has been destroyed so road is closed and traffic is now detoured. County is responsible for the approaches and connections. Utilities are involved. No additional right-of-way.

State to make survey and plans.

No hearing is necessary.

DEC 13 1972
FILING

7906

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 12, 1972

TO Mr. H. S. Cox
County and City Engineer

FROM R. W. Ellison
Bridge Administration Engineer

ORIGINAL SIGNED
R.W. ELLISON

NOTED
A. E. JOHNSON

SUBJECT Nestucca River (Pacific City) Bridge
Tillamook County
Bridge No. 11366

Attached are four copies of Drawing 28651, preliminary plan and elevation for replacement of this structure. We submit this plan as Alternate No. 1 of the six alternates listed below.

Alternate No. 1 - 2 precast slab spans @ 42', 102' precast box span, 5 precast slab spans @ 48'. Total cost $375,000. No grade change required. No deck forms required.

Alternate No. 2 - 1 @ 84', 1 @ 102', 3 @ 80' precast box spans. Total cost $433,000. No grade change required. No deck forms required. Furnishes larger openings for debris passage.

Alternate No. 3 - 2 precast slab spans @ 42', 102' Bulb-T span, 5 precast slab spans @ 48'. Total cost $360,000. Requires grade change of about 1 1/2'. Requires deck forms for main span which adds to construction time.

Alternate No. 4 - 84' Type IV precast beam span, 102' Bulb-T span, 3@ 80' Type IV precast beam spans. Total cost $356,000. Requires grade change of about 1 1/2'. Requires deck forms the entire length which adds to construction time. Furnishes larger openings for debris passage.

Alternate No. 5 - Two precast slab spans @ 42', 102' Bulb-T span, 4 precast slab spans @ 60'.. Total cost $381,000. Requires grade change of about 1 1/2'. Requires deck forms for main span which adds to construction time.

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A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Alternate No. 6 - Two precast slab spans @ 42', 102' precast box span, 4 precast slab spans @ 60'. Total cost $395,000. No grade change required. No deck forms required.

We have shifted the navigation span slightly to the east to avoid piling conflicts and to facilitate construction, but we are maintaining the original vertical and horizontal navigation clearance. Bents will have two rows of piling where required for stability.

You will notice that the sidewalk is shown on the north or upstream side. Apparently the county would prefer the walk on the south or downstream side. This detail can easily be changed and incorporated in the final plans.

All cost estimates include an allowance for engineering and contingencies. Costs for Alternates 3, 4 and 5 do not include any grading or paving allowance for raising the approaches to meet the new grade of the structure.

Will you please forward copies of this drawing to the county so they may use it to make application for a Coast Guard Permit on an emergency basis if they elect to use the alternate shown. Use of one of the other alternates will require another drawing to show the Coast Guard the configuration of the structure to be installed. This is a replacement in kind of the structure with a change in construction materials (from wood to concrete).

JHW:ag:dh
Attachments

cc A. E. Johnson
J. B. Boyd /w/ attach.
H. A. Schell, Jr. /w/ attach.

OREGON STATE HIGHWAY DIVISION

7906

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE December 5, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Proposed FAS-C Projects**

The attached tabulations describe two Federal Aid Secondary projects, one in Jackson County and one in Tillamook County.

Jackson County's request is for a traffic control signal in the town of Rogue River on E. Evans Creek Road, FAS 15-100. The estimated cost of this project is approximately $20,000, of which $4,000 will be the cost to the State.

The request by Tillamook County is for a bridge over the Nestucca River on Pacific Avenue, FAS 618. The estimated cost of this project is $50,000, of which the State's share will be $10,000. The County is also requesting that this project be supplemented with future funds.

These projects have been investigated and are eligible for the use of FAS funds. The total estimated costs of these projects is approximately $70,000, of which $14,000 will be the cost to the State.

These projects will be on the agenda for consideration at the December 12 meeting and I recommend your approval.

Attach.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
H. S. Cox
V. E. Skoog
L. H. Young
D. H. Moehring
J. H. Verteeq
J. B. Boyd
Gary Ross
Gary Sund

HR:ljt dps

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 21, 1972

TO Mr. H. S. Cox
County and City Engineer

FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
R.W. ELLISON

SUBJECT Nestucca River (Pacific City) Bridge
Tillamook County
Bridge No. 11366

NOTED
A. E. JOHNSON

Attached are four copies of drawing 28617, preliminary plan and elevation for the reconstruction of this structure.

You may be familiar with our original preliminary sketch which indicated a 116-foot, prestressed, precast bulb T span to replace the 100-foot truss that collapsed. That scheme, because of the structural depth of the bulb Ts, would have required raising the trestle span to gain the vertical clearance of the original structure. Use of the precast, prestressed box span will furnish the original vertical and horizontal clearance without changing the deck elevation.

Our design will provide for future widening of the span and replacement of the wooden trestle. The concrete pile bents will have timber sheathing to prevent pile-up of debris. Our estimate of cost for this project is $83,000 including engineering and contingencies.

The Bridge Inventory Data Sheet from Oregon Bridge Engineering Co. shows the approaches to have an estimated remaining life of four years. For this reason, we would recommend replacement of the entire bridge at this time. Replacement cost would be about $430,000 for a 40-foot (32-foot roadway plus 8-foot walk) structure, including engineering and contingencies.

This drawing is being sent to you for your information.

JHW:dh
Attachment

cc A. E. Johnson
J. B. Boyd/w/ attach.
H. A. Schell /w/ attach.
J. H. Wood /w/ attach.

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NOV 21 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
OCT 31 '72
REFER TO
FOR
Chief | Asst. | Rds | Br | Constr | Mat | File

7906

MEMO TO FILES, 10/31/72

RE: Pacific City (Nestucca River) Bridge
Tillamook County

Monday, October 30, 1972, the persons shown on the attached list met in the Highway Building in Salem to discuss ways and means of repairing the bridge over the Nestucca River at Pacific City.

It is planned to investigate the Pacific City Bridge Tuesday, October 31. Divers have been arranged for so that it may be determined if the flood of January, 1972 had any appreciable effect in the bridge collapse. Representatives from FHWA and the State Highway Bridge Section will make a detailed study to attempt to determine the exact cause of failure. If the flood was a contributing factor, Col. Latham stated that PL 606 monies might be available.

Three plans were proposed for use; namely:

1. Use of 606 funds. This plan could only be used if bridge collapse were caused by flood damage. Outcome of Tuesday's investigation will determine whether this plan is or is not eligible. Chances for use of 606 funds seem remote.

NOTED
F. B. KLABOE

2. Use of FAS-C funds. With this plan, the route which this bridge is on must be placed on the County FAS System. Present estimate for construction of this bridge (FAS standards) is approximately $300,000. This estimate is rough and is based on a structure approximately 40' wide (with sidewalk) and 300' long, using $25 per square foot. Should this plan be used, it would be necessary for the County to apply for 3 years' FAS fund advancement.

Tillamook County's financial situation is as follows:

	$ 56,000±	(federal funds available 1-73)
	-41,000	(to be paid on former advancement)
Leaving	$ 15,000	Federal credit as of 1-73
($56,000 per yr)	168,000±	(federal fund advancement for 3 years)
	$183,000	Total federal funds available to Tillamook County 1-73 by going in debt for 3 years

NOTED
F. B. KLABOE

If the new bridge had a total cost of $300,000, then $180,000 of federal credit would be needed, $60,000 of County match money, and $60,000 of State match money.

(more)

3. The final plan would be for the State to pay the cost of replacing the main span and approach span with a concrete structure so designed that it would lend itself for width adjustment when the remaining portion of this bridge is widened. This was proposed with the understanding that Tillamook County would transfer to State equal federal FAS credits. Present estimate for this minimal plan is approximately $70,000 and it is estimated that it would take 3 to 4 months to restore traffic.

N. S. Cox
County and City Engineer

HSC:mm
10/31/72
Att.
cc: F. B. Klabee
W. J. Hart
R. F. Brennan

Name	Organ.
P.N. Harwell	OSHD
Jeff Brennan	Tillamook County
H.S. Cox	O.S.H.D.
C.R. Burglandt.	FHWA
[illegible]	FHWA
F.B. KLABOE	OSHD
Chas D Bailey	Tillamook County
[illegible] Knight	Tillamook County
J.R. Tibbetts	"
John N Wood	OSHD
Ted Shelton	Till. Co. E.S.
HARVEY L. LATHAM	EX. DEPT. EMERGENCY SERVICES
Walter Hart	OSHD
Alfred A. Rea	OSHD.
G.D. Anderson	OSHD
A.E. Johnson	OSHD

10-30-72 Pacific City Bridge - Replacement

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FOR FILING

7926

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 30, 1972

TO Memorandum to the File

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT Nestucca River Bridge at Pacific City
Coast Guard Permit

Today I contacted Mr. Ed Shields of the Coast Guard in Seattle about a Coast Guard Permit necessary to replace the Nestucca River Bridge at Pacific City which collapsed last week.

He stated that a replacement in the same location with approximately the same navigational clearances could be done quickly in order to provide for traffic.

An emergency approval by the Coast Guard is all that will be required if replacement of the structure will not cause an impairment to the vertical navigation clearance that existed. A formal permit may be required if the vertical clearance is reduced.

Mr. Shields stated that a reduction in the vertical clearance of one foot would not be a problem. However, the five-foot reduction which I indicated would be required if Bulb-T beams are used was of considerable concern to him. His first questions were, "Why must you reduce the clearance by five feet? Is there not some other means by which the river can be spanned? Why not put in a truss similar to the one which collapsed?"

He stated that even though local interests may not have any objection to an additional five-foot impairment, the Coast Guard may have. An additional five-foot impairment may require that we go through the formal time-consuming request for a navigational permit.

When the replacement span has been determined, I will contact the Coast Guard as to their requirements for a construction permit.

This is a county project. I have contacted the Coast Guard in an attempt to expedite whatever repairs are to be made. Unless jurisdiction for the structure is transferred, the county will make the formal application to the Coast Guard for whatever type of permit the Coast Guard may require.

RWE/dh/ag
cc A. E. Johnson
L. L. Wallace
J. H. Wood
D. N. Harwell

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OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

7906

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 26, 1972

Tillamook County Board of Commissioners
P.O. Box 266
Tillamook, Oregon 97141

Attention Hon. R. F. Brennan, Chairman

NOTED
A. E. JOHNSON

Gentlemen:

This is in reference to our telephonic discussions of October 25, 1972 and inspections by State and Federal Highway administrative personnel regarding the Pacific City structure over the Nestucca River.

Please be advised that a meeting will be held at 1 p.m. in Room 120, State Highway Building, Salem, on Monday, October 30, 1972, to discuss possible financial arrangements, system actions, etc., regarding reconstruction of this facility.

We are sorry that you have had a loss of this nature when financing is such a critical matter for everyone. Hopefully, the outcome of this meeting will determine what course of action can and should be taken regarding this problem.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

D. H. Harwell (mm)

D. H. Harwell
Assistant Engineer
County and City Section

DHH:mm

cc: F. B. Klaboe
A. E. Johnson
W. J. Hart
FHWA, atten. H. A. Schell, Jr.
R. N. Bothman, atten. G. D. Anderson

RECEIVED
OCT 26 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

7907	Tualatin (80th Ave.) Sec. in the City of Tualatin (Grading and paving)	1973

C↓A HL&H2 - 1-30-73

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF TUALATIN
CITY HALL
TUALATIN, OR 97062
Attention of Mrs. Yvonne L. Addington

Request No. (assigned by staff engineer or head of division) cc 1445

Date September 5, 1974

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Special City Allotment project on 80th Avenue

Contract No. 7907

Covered by agreement dated January 30, 1973.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Advance deposit by City		$19,800.00
		As per attached statement:		
		Final cost	43,483.98	
		State's agreed share	25,000.00	
		City's agreed share		18,483.98
		REFUND DUE CITY		$ 1,316.02

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 19,800.00

Is this a partial or final request for billing? FINAL

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
334-1464-295 $ 1,384.32
334-1718-295 17,099.66

Submitted by: James O. Butler
James O. Butler, County/City Unit

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division

OREGON STATE HIGHWAY DEPARTMENT

Date September 5, 1974

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1973

Contract # 7907 Prefix 334-1718 Survey Prefix 334-1464

Street 80th Avenue

City Tualatin

Payments to Contractor (see attached voucher)		$ 36,089.70
Engineering and Contingencies		6,009.96
Survey: Total $ 3,408.23	3,408.23 x 17,099.66 / 42,099.66	
*Prorated Share		1,384.32
TOTAL		43,483.98
Agreed State Share		25,000.00
Agreed City Share		18,483.98
City Advance Deposit		19,800.00
REFUND DUE CITY		$1,316.02

Reference: Outside Billing cc 1445

*Project cost exceeding $25,000

$42,099.66
-25,000.00
$17,099.66

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

Form 81-734-1000

COUNTY	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
WASHINGTON	7907	5	
HIGHWAY: CITY STREET	FEDERAL AID PROJECT NO.		
SECTION: TUALATIN (60TH AVE)			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	9N GENERAL EXCAVATION	LUMP SUM	2122.0000	100.000	2122.00	2122.00	
002	9N 1"-0 AGGREGATE BASE 12 INCHES THICK	SQ YDS	2.7000	4,418.400	11929.68	11951.28	21.60-
003	9N CLASS C ASPHALT CONCRETE 3-1/2" IN THICK	SQ YDS	2.4000	3,679.300	8830.32	8830.32	
004	9N 8-INCH SEWER PIPE	LIN FT	8.0000	138.000	1104.00	1104.00	
005	9N 12-INCH SEWER PIPE	LIN FT	10.0000	470.000	4700.00	4700.00	
006	9N 15-INCH SEWER PIPE	LIN FT	13.0000	6.000	78.00	78.00	
007	9N CONCRETE MANHOLES	ONLY	500.0000	1.000	500.00	500.00	
008	9N CONCRETE INLETS TYPE CG-1	ONLY	250.0000	8.000	2000.00	2000.00	
009	9N 6-INCH DRAIN PIPE	LIN FT	8.0000	80.000	640.00	640.00	
010	9N CONCRETE CURBS	LIN FT	3.0000	1,383.600	4150.80	4150.80	
011	9N ADJUSTING MANHOLES	ONLY	100.0000	3.000	300.00	300.00	
	PRICE AGREEMENT ITEMS						
30101	9N SUB 1 1/2-0 AGG BASE STATE CREDIT	SQ YD	.0600-	4,418.400	265.10-	265.58-	.46
	ADJUSTMENT ITEMS						
6001	9N LIQUIDATED DAMAGES	DAYS	50.0000-	14.000	700.00-	700.00-	
6001A	9N LIQ DAM TIME EXT 1-3-74	DAYS	50.0000	14.000	700.00	700.00	
	TOTAL CONTRACT ITEMS				36089.70	36110.82	21.12-
	- % RETAINED ON CONTRACT ITEMS				-	1,805.54	1,805.54
	FORCE ACCOUNT						
	TOTAL PAYMENTS				36,089.70	34,305.28	1,784.42

Est. 6 final

01 22 74 PG. 01 7907

VOUCHER NO. 25149

CP/ak

AUDITOR

James W. Cochell

7907

January 29, 1974

Industrial Indemnity Company
P.O. Box 3623
San Francisco, CA 94120

Gentlemen:

On January 25, 1974, we wrote to you concerning release of final payment on Contract No. 7907 awarded to Gibbons & Reed Company for work on the 80th Avenue Section in Tualatin in Washington County.

Final payment on this contract is $1,784.42 and the total contract amount is $36,089.70. No work was performed under force account.

Very truly yours,

C. V. Reed, Manager
ADMINISTRATIVE SERVICES

jw
cc Gibbons & Reed Company
P.O. Box 13368
Portland, OR 97213

bc C. T. Mansey
Walt Hart
V. R. Skoog
Attn: Dick Keech
E. W. Rullen

7907

5

January 24, 1974

TO: Oregon Transportation Commission

FROM: P. D. Kiahne, Administrator &
State Highway Engineer

SUBJECT: Highway Project Acceptance

Contract No. 7907, Work Completed November 7, 1973

Project Tualatin (90th Ave.)

Highway City Street, County Washington

Type of Work Grading and Paving

Contractor Gibbons and Reed Company

Recommended Acceptance Date January 22, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 30, 1974 for your formal concurrence.

VG:dgk

cc: C. W. Read
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

OREGON STATE HIGHWAY DIVISION 01/23/74 PROGRESS ESTIM

SECTION TUALATIN (80TH AVE)

HIGHWAY CITY STREET

COUNTY WASHINGTON

TYPE WORK GRADING AND PAVING

SPECIFIED COMPLETION
A) 70 CWD
B)
C)

EXTENSION 10 DAYS

APPROV 01-0

CONTRACTOR GIBBONS AND REED CO

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	GENERAL EXCAVATION LUMP SUM	21220000	100000	212200	100000	21220
002	1"-0 AGGREGATE BASE 12 INCHES THICKSQ YDS	27000	4340000	1171800	4418400	119296
003	CLASS C ASPHALT CONCRETE 3-1/2" IN THICKSQ YDS	24000	3970000	952800	3679300	88303
004	8-INCH SEWER PIPE LIN FT	80000	160000	128000	138000	1104
005	12-INCH SEWER PIPE LIN FT	100000	450000	450000	470000	4700
006	15-INCH SEWER PIPE LIN FT	130000	6000	7800	6000	78
007	CONCRETE MANHOLES ONLY	5000000	1000	50000	1000	500
008	CONCRETE INLETS TYPE CG-1 ONLY	2500000	8000	200000	8000	2000
009	6-INCH DRAIN PIPE LIN FT	80000	88000	70400	80000	64
010	CONCRETE CURBS LIN FT	30000	1450000	435000	1383600	415
011	ADJUSTING MANHOLES ONLY	1000000	3000	30000	3000	30

OGRESS ESTIMATE AND COST REPORT

PAGE NO 01 FORM L-498 (REV. 9-72)

N	APPROVED	USED
YS	01-03-74	84 CWD

CONTRACT NO 7907
F.A.P.

WORK DONE TO

PREFIX 334 1718
AWARDED 06 05 73
ESTIMATE NO. 005
FINAL

ESTIMATED DATE OF COMPLETION

ND REED CO

RRECTED ESTIMATE		PERFORMED TO DATE 11/07/73		TO COMPLETE 11/07/73		GROUP POR Z	PERFORMED SINCE LAST ESTIMATE	
ANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	212200	100000	212200			9N		
4418400	1192968	4418400	1192968			9N		
3679300	883032	3679300	883032			9N		
138000	110400	138000	110400			9N		
470000	470000	470000	470000			9N		
6000	7800	6000	7800			9N		
1000	50000	1000	50000			9N		
8000	200000	8000	200000			9N		
80000	64000	80000	64000			9N		
1383600	415080	1383600	415080			9N		
3000	30000	3000	30000			9N		

OREGON STATE HIGHWAY DIVISION 01/23/74 PROGRESS ESTIMA

SECTION TUALATIN (80TH AVE)
HIGHWAY CITY STREET
COUNTY WASHINGTON
TYPE WORK GRADING AND PAVING

SPECIFIED COMPLETION
A) 70 CWD
B)
C)

EXTENSION 10 DAYS

APPROVED 01-03-7

CONTRACTOR GIBBONS AND REED CO

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
	TOTALS FOR ORIG. CONTRACT			3708000		3635480
	PRICE AGREEMENTS					
30101	SUB 1 1/2-0 AGG BASE STATE CREDIT SQ YD	-0600			441840	-26510
	SUB-TOTAL P. A.					-26510
	ADJUSTMENTS					
6001	LIQUIDATED DAMAGES DAYS	-500000			14000	-70000
6001A	LIQ DAM TIME EXT 1-3-74 DAYS	500000			14000	70000
	SUB-TOTAL ADJ.					
	TOTALS ALL EXCEPT F.A.					3608970
	FORCE ACCOUNTS					
801	FLAGGING 94001					
	SUB-TOTAL F. A.					
	* TOTAL PAY COSTS			3708000		3608970
	ADD. ANTICIP. ITEMS					
94001	FLAGGING (STATE SHARE) EW #1			60000		

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 02 FORM E 498 (REV 9 72)

SION	APPROVED	USED
DAYS	01-03-74	84 CWD

CONTRACT NO 7907
F A P
WORK DONE TO
PREFIX 334 1718
AWARDED 06 05 73
ESTIMATE NO 005 FINAL
ESTIMATED DATE OF COMPLETION:

AND REED CO

CORRECTED ESTIMATE		PERFORMED TO DATE 11/07/73		TO COMPLETE 11/07/73		GROUP POR N	PERFORMED SINCE LAST ESTIMATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	3635480		3635480					
4418400	-26510	4418400	-26510			9N		
	-26510		-26510					
14000	-70000	14000	-70000			9N		
14000	70000	14000	70000			9N		
	3608970		3608970					
						9N		
	3608970		3608970					
						9N		

OREGON STATE HIGHWAY DIVISION 01/23/74 PROGRESS ESTIM

SECTION TUALATIN 108TH AVE

HIGHWAY CITY STREET

COUNTY WASHINGTON

TYPE WORK GRADING AND PAVING

SPECIFIED COMPLETION A) 70 CWD B) C)

EXTENSION 10 DAYS

APPR 01-0

CONTRACTOR GIBBONS AND REED CO

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUN
98999	CONTINGENCIES			169560		
99999	ENGINEERING			376800		491
	GRAND TOTALS			4314360		410

RECEIVED JAN 31 1974 Contract Accts

RESIDENT ENGINEER ---------- DATE ---------- DIVISION ENGINE

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 03 FORM E-498 (REV. 9-72)

SION
DAYS

APPROVED
01-03-74

USED
84 CWD

CONTRACT NO.
F.A.P. 7907

PREFIX 334 1718
AWARDED 06 05 73
ESTIMATE NO. 005
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

AND REED CO

CORRECTED ESTIMATE		PERFORMED TO DATE 11/07/73		TO COMPLETE 11/07/73		GROUP POR N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	491030		482900		8130			
	4100000		4091870		8130			

DIVISION ENGINEER ---------- DATE ----------

7907

5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Tualatin (80th Ave) City Street	WEEK ENDING: 1/5/74
		SECTION PREFIX: 334-1718
	HIGHWAY: City Street	COUNTY: Washington
NAME OF JOB: Tualatin (80th Ave) City Street	KIND OF WORK: Grade/Pave	
CONTRACTOR: Gibbons & Reed	CONTRACT NUMBER: 7907	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 6/5/73	DATE WORK STARTED: 8/28/73	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 70	CALENDAR DAYS USED 84
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 120
PROJECT AUTHORIZATION: $ 43,143.60		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 39,375.60	ENGINEERING AUTHORIZATION $ 3,768.50	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 39,375.60	ENGINEERING COST TO DATE $ 4,610.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 93
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 10 %	PERCENT OF AUTHORIZATION 122 %	DATE PROJECT WAS COMPLETED: 11/7/73

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.14	0.14			0.14
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.14	0.14			0.14
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Lump Sum	4,340 Sq.Yd			3,970 Sq.Yd.
TOTAL QUANTITIES CORRECTED TO DATE	" "	4,426 " "			3,679 " "
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	4,426 " "			3,679 " "
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY Dec. 30	Partly cloudy			
MONDAY Dec. 31	Clear/Cold			
TUESDAY Jan. 1	" "			
WEDNESDAY 2	" "			
THURSDAY 3	" "			
FRIDAY 4	" "			
SATURDAY 5	" "			

RECEIVED
JAN 13
CONSTRUCTION
SECTION
BEN GIFFORD

Bond
Jackmond

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY Dec 30	No activity all week
Dec 31 MONDAY	
Jan 1 TUESDAY	Holiday
2 WEDNESDAY	
3 THURSDAY	
4 FRIDAY	
5 SATURDAY	

REMARKS

Project Complete. Semi-final submitted to Region. This will be the last report for this project.

cc: Construction
Region
File

SIGNED James W Edell LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7907

January 3, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Time Extension
Tualatin (80th Avenue)
Contract No. 7907

Gibbons and Reed Company has requested an extension of contract time from 70 to 88 days due to delays caused by utility relocation work.

Bids were opened for this special city allotment project on May 24, 1973, and the contract was awarded on June 5, 1973. The day count was scheduled to start on June 16; however, due to labor disputes, the contract time count was delayed. The contractor started work August 28. The 70 days time allowed expired On October 24 and the project was completed on November 7 with an 18-day overrun.

When the contractor started drainage excavation in late August, a city water line was discovered which had to be moved by the City of Tualatin. Four work days were involved in moving the water line during which the contractor was unable to proceed.

Another two weeks were lost by the contractor from September 30 to October 14 while waiting for the telephone and electric companies to move their pole lines.

Because of these utility delays, I have granted an 18-day extension which will eliminate all liquidated damages that have accrued at the rate of $50 a day to a total of $900. This was a State project.

This matter will be included in the report on time extensions on the agenda for your information at the January 30 meeting.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
W. S. Coulter
C. T. Keasey
V. E. Skoog
L. H. Young
L. W. Rullen
Gary Sund
R. E. Whipps

JAB:lb:fr cm

7907

January 3, 1974

Gibbons and Read Company
P. O. Box 13388
Portland, Oregon 97213

Gentlemen:

We have reviewed your request for an extension of contract time from 70 to 88 days for work on Contract No. 7907, Tualatin (80th Avenue) in Washington County.

Careful consideration was given to the reason you submitted. In light of the available facts and provisions of the contract, an extension of 18 days is granted. This is for delays caused by utility relocation work and will eliminate all liquidated damages on this project.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
L. W. Rullen

fr cm

FORM E-30 (REV. 10-69)

RECEIVED
DEC 28 1973
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1973

SUBJECT: Contract 7907
Tualatin (80th Avenue)
Time Extension

To: H. S. Coulter, Assistant
State Highway Engineer-Operations

From: John A. Bond
Construction Administration Engineer

Gibbons and Reed Company have requested an extension of contract time from 70 to 88 days due to delays caused by work done by utility companies.

Bids were opened for this special city allotment project on May 24, 1973, and the contract was awarded on June 5, 1973. The day count was scheduled to start on June 16; however, due to the operating engineer's strike, the time count was not started then. To be consistent with other jobs affected by the labor dispute, the elapse of contract time was just excluded by definition. First time count was counted on August 6, 1973, and continued for six days until August 12 when the carpenter and laborer strike stopped time count until August 22. The contractor started work August 28. The 70 days time allowed ran out on October 24 and the project was completed on November 7 with an 18-day overrun.

When the contractor started drainage excavation in late August, a city water line was discovered which had to be moved by the City of Tualatin. There were four work days involved in moving the water line during which the contractor was unable to proceed.

Another two weeks were lost by the contractor from September 30 to October 14 while waiting for the telephone and electric companies to move their poles.

We therefore concur with the Region in recommending an extension of 18 days which would eliminate all liquidated damages that have accrued at the rate of $50 a day to a total of $900.

This was a State project. Rough draft to the Commission and Contractor is attached.

JAB:lb

Attachment

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7907 Contractor Gibbons and Reed

Highway City Street

Section Tualatin (80th) Avenue

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

A city water line was in direct conflict with a 15" sewer line to be installed by the contractor. The conflict was not discovered until the contractor began excavation for the sewer. The City of Tualatin required four days to make this adjustment. During the period from September 30 to October 13, work was held up on the project by the activites of PGE, General Telephone moving poles and the City of Tualatin working on their water lines. This covers a period of 14 days.

I recommend the extension of time requested by the contractor for 18 calendar work days.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7907
Project designation	State (State-Federal)
Date awarded	June 5, 1973
Work started	8-28-73
Per cent completed	100% (Date)
No. of Workdays Allowed	70
No. of Workdays Used	88
No. of Added Workdays Requested	18

SP 6206-734

E-320 (Rev.)—5M—0-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 8, 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 70 days to 88 days, within which to complete our Contract No. 7907, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Due to City of Tualatin lowering water line 4 days

Due to City of Tualatin moving power and telephone poles 14 days

Total 18 days

Respectfully submitted,

GIBBONS AND REED COMPANY
Contractor

By R B Westermann

CONSENT OF SURETY

Date November 8, 19 73

We, INDUSTRIAL INDEMNITY COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

William K. Thie
William K. Thie Attorney-in-fact

(SEAL)

CORROON & BLACK-FORSGREN
Resident Agent

7907 C C S

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 27, 1973

Gibbons and Reed Company
P. O. Box 13368
Portland, Oregon 97213

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7907 for work on
80th Avenue in the City of
Tualatin in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Industrial Indemnity Company
P. O. Box 3623
San Francisco, California 94120

Attention: Bond Department

bc L. W. Rulien
James Cochell
C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher

7907

5

June 20, 1973

Gibbons and Reed Company
P. O. Box 13388
Portland, Oregon 97213

Attention: R. L. Fyrtik
Project Manager

Gentlemen:

This is to acknowledge your letter of June 18 requesting a time extension on your Contract No. 7907.

I am forwarding your letter to our Construction office for processing.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. H. Graham, Assistant Secretary

RHG:fm

cc C T. Keasey

GIBBONS & REED COMPANY
General Office — Salt Lake City, Utah

CONTRACTORS

REPLY TO:
6405 N. E. GLISAN
POST OFFICE BOX 13388
PORTLAND, OREGON 97213
TELEPHONE (503) 234-9681

June 18, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: C. W. Head

Re: Contract No.7907
80th Ave., The City of Tualatin, Washington County

Gentlemen:

A labor dispute exists which will not allow us to commence work on the above mentioned contract. The notice to proceed was to be effective as of June 16, 1973. The labor dispute became effective as of June 12, 1973.

We are requesting a time extension such that the new Notice to Proceed be effective four (4) days following the settlement of the labor dispute. Thank you for your time and cooperation.

Very truly yours,

GIBBONS AND REED COMPANY

R. L. Pyritz
Project Manager

RLP:rlb

RECEIVED
JUN 20 1973
OREGON
STATE HIGHWAY COMMISSION

bc C. T. Kenney
Walt Ha
L. H. Young
Attn Vince Gallagher
L. W. Rulien
James Cochell
William Geibel (SAIF)

7907

June 5, 1973

Gibbons and Reed Company
P. O. Box 13388
Portland, Oregon 97213

Gentlemen:

The State Highway Commission on June 1, 1973, accepted your proposal for work on 80th Avenue in the City of Tualatin in Washington County in the amount of $37,000 and referred it to the Administrator of Highways with authority to award the contract as soon as the City of Tualatin approves the project and deposits $19,000.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7907.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 16, 1973.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

bs
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

June 8, 1973

Mrs. Yvonne L. Allington
City Administrator
City Hall
Tualatin, Oregon 97062

Dear Mrs. Allington:

We wish to acknowledge receipt of the City of Tualatin's check #1185 in the amount of $12,888.80, as payment on the 1973 Special City Allotment project on S.W. 65th Avenue.

The project is now clear for award to the apparent low bidder of Gibbons and Reed Co.

We appreciate your cooperation in this matter and invite any inquiries.

Very truly yours,

H. E. Cox
County and City Engineer

By
Gary E. Zehner
Gary E. Schnitzer
Civics Engineer

GES:ljh

bcc: R. L. Schroeder
L. E. Young
C. T. Mooney
V. E. Sheeg (Attn: John Kerr)
L. N. Bullen

Check #1185 rec'd 6/8/73
By

ENGR. ASST. DE AE UE
UPE TE LE RPE

7907

bc: R. L. Schroeder
L. H. Young
C. T. Keasey
V. E. Skoog (Attn J. Herr)
L. W. Rulien, Region 1

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 25, 1973

Mrs. Yvonne L. Addington
City Administrator
City Hall
Tualatin, Oregon 97062

Dear Mrs. Addington:

On May 24, 1973 the State Highway Commission opened bids on the 1973 Special City Allotment project on S.W. 80th Avenue. The apparent low bid was submitted by Gibbons and Reed Company of Salt Lake City, Utah.

The anticipated cost is as follows:

Contractor's bid		$37,080.00
Anticipated additional item:		
Flagging (State share)		600.00
		$37,680.00
Engineering & Contingencies (14½%)		5,463.60
		$43,143.60
City's estimated share of preliminary engineering		1,680.60
	TOTAL	$44,823.60

As the contract cannot be awarded until the City has deposited its estimated share of cost, please forward, at your earliest convenience, a check to this office in the amount of $19,800 made payable to the Oregon State Highway Commission. The above includes the $4,350 bid by the contractor for curbs.

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
R. L. SCHROEDER

By Gary E. Zehner

Gary E. Zehner
Cities Engineer

GEZ:ljt

RECEIVED
MAY 25 1973
Office of
Asst. State Highway Engineer

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

PROJECT NUMBER
6 SCA #16

LOCATION
WASHINGTON COUNTY

Tualatin (80th Ave.) Section
City of Tualatin

34,256.70

OWNER
OREGON STATE HIGHWAY DEPARTMENT

DATE OF BID OPENING
MAY 24, 1973

BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $

(3) LOW BIDDERS

G. Ahern & Reed Port.	Cascade Const Port	Kenney Bros Tigard
NO.	NO.	NO.

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	General Excavation	1	2,122	5,255	12,162
4,340	S.Y.	1"-0 Aggregate Base, 12 Inches Thick	2	11,718 2.70	2.70	1.90
3,970	S.Y.	Cl. "C" Asph. Conc., 3-1/2 Inches Thick	3	9,528 2.40	2.30	2.25
160	L.F.	8-inch Sewer Pipe	4	1,280 8	7.50	7
450	L.F.	12-inch Sewer Pipe	5	4,500 10	10	8
6	L.F.	15-inch Sewer Pipe	6	78 13	30	15
1	Only	Concrete Manholes	7	500 500	500	600
8	Only	Concrete Inlets, Type CG-1	8	2000 250	200	250
88	L.F.	6-inch Drain Pipe	9	704 8	7	5.60
1,450	L.F.	Concrete Curbs	10	4,350 3	3	3.50
3	Only	Adjusting Manholes	11	300 100	150	100
				37,080 ✓	38,500	42,565.50

8.2%

TUALATIN (80TH AVE.) SECTION

CITY STREET

WASHINGTON COUNTY

State Project
0.14 Mile Grading and Paving

Bids Received May 24, 1973

1.	General Excavation	All Specified		$ 2,700.00
2.	1" - 0 Aggregate Base, 12-inches Thick	4,340 sq.yds.	2.75	11,935.00
3.	Class "C" Asphalt Concrete, 3-1/2-inches Thick	3,970 sq.yds.	2.20	8,734.00
4.	8-inch Sewer Pipe	160 lin.ft.	5.25	840.00
5.	12-inch Sewer Pipe	450 lin.ft.	6.20	2,790.00
6.	15-inch Sewer Pipe	6 lin.ft.	8.00	48.00
7.	Concrete Manholes	1 only	350.00	350.00
8.	Concrete Inlets, Type CG-1	8 only	250.00	2,000.00
9.	6-inch Drain Pipe	88 lin.ft.	5.65	497.20
10.	Concrete Curbs	1,450 lin.ft.	2.75	3,987.50
11.	Adjusting Manholes	3 only	125.00	375.00
			For Comparison of Bids	$34,256.70

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$34,256.70	37,080.00
Anticipated Additional Items:		
Flagging (State Share)	600.00	600.00
	$34,856.70	37,680.00
Contingencies (4-1/2%)	1,568.55	
Engineering (10%)	3,485.67	5,463.60
Estimated Net Authorization, Construction	$39,910.92	$43,143.60
		$ 1,680.00
		$44,823.60

City's share of P.E. - $4,000 × 18,143.60 / $43,143.60 = $1,680

118
638-6891
City ok 5-25-73

5

7987

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 21, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
May 24 Bid Letting

To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project not previously reported to the commission:

1. Halsey Intchge-Lane County Line Section
Pacific Hwy, Linn County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Terwilliger Boulevard Intchge.
Pacific Hwy., Multnomah County
Roadside Improvement Project

Same as No. 1.

3. Auburn Ave.-Estes Ave. (Baker) Section
Baker-Unity Hwy., Baker County
Grade and Pave

Footpaths and Bike trails will not be established under these projects as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and Bike Trails are not required to be established...where...other available ways or other factors indicate an absence of any need for such paths and trails." There are existing sidewalks along this project.

4. E. Main St.-Homedale Road (Klamath Falls) Section
Klamath Falls-Lakeview Hwy., Klamath County
Signal Project.

Same as No. 1.

5. Tualatin (80th Ave.) Section
Washington County
Grade and Pave Project

Sidewalks are proposed by the City and will be constructed on each side of 80th Avenue at a future date when financing is available. The project calls for construction of a berm behind the curbs to accommodate the future sidewalks.

6. Lafayette (7th Street Extension) Section
Yamhill County
Grade and Pave Project

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

Due to the anticipated lack of use and the short length of this project, the construction of footpaths and bike trails would not be practical.

7. Clatskanie (Nehalem Street) Section
Columbia County
Grade and Pave Project

Same as No. 5.

8. Lowell (Cannon & Hyland Streets) Section
Lane County
Grade and Pave Project

Same as No. 9.

9. Cave Junction (Junction Ave.) Section
Josephine County
Paving Project

Same as No. 5.

10. Gold Hill (5th Ave.) Section
Jackson County
Paving Project and Grading

Same as No. 9.

11. Richland (3rd Street) Section
Baker County
Grade and Pave Project

Same as No. 9.

12. Odell Lake Section, Willamette and The Dalles-California Hwys., Klamath Co.
Rock Production Project

Same as No. 1.

13. Santiam Section, North & South Santiam and McKenzie Hwys., Linn County
Rock Production Project

Same as No. 1.

14. Charleston (Slough) Bridge and Eastside (Isthmus Slough) Bridge of Cape Arago and Coos Hwys., Coos County
Painting Project

Same as No. 1.

15. River Road at Irvington Drive Section
Junction City-Eugene Hwy., Lane County
Signal Project

Same as No. 1.

These matters will be on the agenda for the May 29 meeting and your approval is recommended.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
Gary Sund

JDM:jp dpy

SCA

CITY OF TUALATIN

IN THE HEART OF THE BEAUTIFUL
TUALATIN VALLEY
OREGON
97062

April 19, 1973

Mr. Gary Zehner
County and City Section
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Gary:

Re: S.W. 80th Avenue Right-of-Way

Enclosed is the right-of-way certificate which you requested to enable the construction of S.W. 80th Avenue.

Also enclosed are section maps of the property along the street and a copy of a deed showing dedication of a 5 foot tract of land, plus a 3 foot slope easement which was obtained from all property owners except the Silveys at the northwest side of the project. We were able to secure a 3 foot slope easement from them however and a copy of the easement is enclosed

If you have further questions, please feel free to call.

Very truly yours,

Yvonne L. Addington

Yvonne L. Addington
City Administrator

enc.

cc: J.B. Boyd (with Deeds)
C.T. Keasey
C.G. Swenson
L.W. Rulien

RECEIVED
COUNTY & CITY SECTION
APR 20 1973
☑ ENGR. ☑ CONSR. ☐ OE ☐ AE ☑ BE
☑ RPE ☑ CE ☐ RE ☐ RPE ☐

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

Re: Right-of-way
1973 Special City Allotment Project
S.W. 80th Avenue
City of Tualatin

Gentlemen:

We hereby certify that to the best of our knowledge and belief all rights-of-way or rights-of-entry for the above referred to project have been secured.

Dated at Tualatin, Oregon, this 18 day of April, 1973.

TUALATIN CITY COUNCIL

By _____
Mayor

By _____
Recorder

2/16/73

RECEIVED
COUNTY & CITY SECTION
APR 20 1973
ENGR. COOR. OE AE UE
UPE CE RE RPE

TUALATIN

1300
2.79Ac.

N71°40'W 485.4'

1/16 COR.

RIVER
CORPORATE LIMITS

233.8'
N80°22'W

232.1'
S80°12'W

1500
3.80Ac.

S86°50'E 228.4'

N61°16'E
16.5'

S0°46'W

Channel Change Easement 6/66/646

14+26.58 R.C.

15+86.58 R.C.

(C.S. No.11419)

219.8'
N6°08'E

1601
.67Ac.

615.8'
S85°11'E

BELLE ACRES DEV.

1800
.35Ac.

1700
.37Ac.

271:47

SE COR. A.C. DUDLEY 99/392

260' M/L

1900
1.00 AC.
FIRE DEPT.
50' ESMT.

TERM 628

1600
.28Ac.
FIRE DEPT.

1602
4.00Ac.

SW COR OF 122/621

2100
8.82Ac.

2001
1.00Ac.
CITY

(C.S. No. 12825)
(C.S. No. 13218)

S.W. SENECA ST.

S.W. 60TH AVE.

2000
1.52 Ac.
NYBERG

105.60
N89°46'15"E

N89°46'15"E 246.03

S1°41'30"E 174.08

S 89°46'15" W 284.03

343.77

178.32

CENTER SEC.

S.W. NYBERG STREET

SEE MAP
2S 1 24CA

5' dedication plus
3' slope easement on
all of these.
YA.

23-76

1" = 200'
2S 1 24B

SEE MAP
2S 1 24B

1300
.53 Ac.

NORTH 14 RODS

231'

161/2 | 272.2

229.2

155

1255
17 RODS

S.W. BOONE'S FERRY ROAD 217

60'

50'

TERM 626

SE CORNER
LUNDY
184/39

10'

231'

50' 50'

1690
.11 Ac

1600
.11 Ac

1500
1.38 Ac.

160.8'

1700
.82 Ac.

100'

100'

Don S + Viola S.
Silvey

100

1501
.37 Ac.

281'

3' slope easement only

218.7'

9 3/4 RODS
160 M/L

161.00

161

1702
.74 Ac.

20 RODS
329.6
N 82°3¼'E

100

2601

54

41

2701
.90 Ac.

James & Mary
Berrey

5' dedication
3' slope easement

(CS. NO 11,023)

685'

515

N 10°29'E

29'E

C R 626

S.W. 80TH AVE.

160.8

332.3 WEST

S.W. SENECA STREET

60'

66'

1701
.96 Ac.

2700
1.79 Ac.

332.3

5' dedication
3' slope easement

(C.S. No. 13420)

FIRST
NATIONAL
BANK

235.1

235.1

BEGIN 626

50'

99.4'

160.8'

332.3

C R 1153 S.W. NYBERG STREET

50'

YA.

2S 1 24BC

1" = 100'

FORM No. 723—BARGAIN AND SALE DEED. STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

1967

KNOW ALL MEN BY THESE PRESENTS, That JAMES E. BERREY and MARY JEAN BERREY, husband and wife, *hereinafter called grantor, for the consideration hereinafter stated, does hereby grant, bargain, sell and convey unto* CITY OF TUALATIN, a municipal corporation, *hereinafter called grantee, and unto grantee's heirs, successors and assigns all of that certain real property with the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, situated in the County of* Washington, *State of Oregon, described as follows, to-wit:*

The Easterly 5.0 feet of that certain tract of land conveyed to James E. Berrey and Mary Jean Berrey, husband and wife, by deed recorded in Book 571 at Page 365, Deed Records of Washington County, Oregon, which 5.0 feet is parallel with and contiguous to the Westerly line of S. W. 80th Avenue (60 feet wide) in the City of Tualatin, Oregon.

IN ADDITION, grantor does hereby grant and convey unto the City of Tualatin a perpetual easement for the construction, maintenance and repair, with necessary access thereto, of a slope, cut or fill, occasioned by the construction, operation and maintenance of a public road and appurtenances, over and within the following described parcel of land, to-wit:

The Westerly 3.0 feet of the Easterly 8.0 feet of that certain tract of land conveyed to James E. Berrey and Mary Jean Berrey, husband and wife, by deed recorded in Book 571 at Page 365, Deed Records of Washington County, Oregon, which 3.0 feet is parallel with and contiguous to the Westerly line of the 5-foot wide parcel described hereinabove.

IT IS EXPRESSLY UNDERSTOOD that this easement does not convey any right, title or interest to the surface of the soil, nor any other rights except those expressly stated in this easement, nor prevent grantor from the full use and dominion thereover; provided, however, that such use shall not be permitted to damage or destroy lateral support to the hig hway, and it is understood and agreed that the City of Tualatin shall never be required to remove the dirt or other materials placed by it upon said property, nor shall said City be subject to any damages to the grantor, its heirs and assigns, by reason thereof, or by reason of the slopes constructed thereon, or by reason of change of grade at the street or highway abutting on said property.

(IF SPACE INSUFFICIENT, CONTINUE DESCRIPTION ON REVERSE SIDE)

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.

The true and actual consideration paid for this transfer, stated in terms of dollars, is $ 1.00 *However, the actual consideration consists of or includes other property or value given or promised which is the whole part of the consideration (indicate which).*

In construing this deed the singular includes the plural as the circumstances may require.

Witness grantor's hand this ..... *day of* ....., 19.....

James E Berrey

Mary Jean Berrey

STATE OF OREGON, County of .....) ss. 3-21, 1973

Personally appeared the above named James E Berrey and Mary Jean Berrey

and acknowledged the foregoing instrument to be Their *voluntary act and deed.*

Before me: Clinton Rogers

(OFFICIAL SEAL)

Notary Public for Oregon

My commisison expires 4-23-76

NOTE—The sentence between the symbols ①, if not applicable, should be deleted. See Chapter 462, Oregon Laws 1967, as amended by the 1967 Special Session.

Bargain and Sale Deed

.....

.....

TO

.....

(DON'T USE THIS SPACE; RESERVED FOR RECORDING LABEL IN COUN-

STATE OF OREGON, } ss.

County of .....

I certify that the within instrument was received for record on the .....*day of* ....., 19....., *at* .....*o'clock*.....*M., and recorded in book* .....*on page* ..... *Record of Deeds of said County.*

abutting on said property.

(IF SPACE INSUFFICIENT, CONTINUE DESCRIPTION ON REVERSE SIDE)

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.

The true and actual consideration paid for this transfer, stated in terms of dollars, is $ 1.00

~~①However, the actual consideration consists of or includes other property or value given or promised which is the whole part of the consideration (indicate which).①~~

In construing this deed the singular includes the plural as the circumstances may require.

Witness grantor's hand this ..... *day of* ..... *19*.....

x James F Berrey

x Mary Jean Berrey

STATE OF OREGON, County of .....) ss. 3-21, 1973

Personally appeared the above named James F Berrey and Mary Jean Berrey

and acknowledged the foregoing instrument to be their *voluntary act and deed.*

Before me: Austin Hoyt

Notary Public for Oregon

My commisison expires 4-23-76

(OFFICIAL SEAL)

NOTE—The sentence between the symbols ①, if not applicable, should be deleted. See Chapter 462, Oregon Laws 1967, as amended by the 1967 Special Session.

Bargain and Sale Deed

.....

.....

TO

.....

.....

AFTER RECORDING RETURN TO

No.....

(DON'T USE THIS SPACE; RESERVED FOR RECORDING LABEL IN COUNTIES WHERE USED.)

STATE OF OREGON, } ss.

County of .....

I certify that the within instrument was received for record on the .....*day of* ....., *19*....., *at* .....*o'clock*.....*M., and recorded in book* .....*on page* ..... *Record of Deeds of said County.*

Witness my hand and seal of County affixed.

.....

..... *Title.*

By ..... *Deputy.*

SLOPE EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that DON S. SILVEY and VIOLA S. SILVEY, hereinafter called Grantor, for the consideration hereinafter stated, does hereby grant and convey unto the City of Tualatin a perpetual easement for the construction, maintenance and repair, with necessary access thereto, of a slope, cut or fill, occasioned by the construction, operation and maintenance of a public road and appurtenances, over and within the following described parcel of land, to-wit:

> The Easterly 2.0 feet of that certain tract of land conveyed to Don S. Silvey and Viola S. Silvey, husband and wife, by deed recorded in Book 348, Page 11, Deed Records of Washington County, Oregon, which 2.0 feet is parallel with and contiguous to the Westerly line of S. W. 80th Avenue (60 feet wide) in the City of Tualatin, Oregon.

IT IS EXPRESSLY UNDERSTOOD that this easement does not convey any right, title or interest to the surface of the soil, nor any other rights except those expressly stated in this easement, nor prevent grantor from the full use and dominion thereover; provided, however, that such use shall not be permitted to damage or destroy lateral support to the highway, and it is understood and agreed that the City of Tualatin shall never be required to remove the dirt or other materials placed by it upon said property, nor shall said City be subject to any damages to the grantor, its heirs and assigns, by reason thereof, or by reason of the slopes constructed thereon, or by reason of change of grade at the street or highway abutting on said property.

TO HAVE AND TO HOLD the same unto the said grantee and grantee's heirs, successors and assigns forever.

The true and actual consideration paid for this easement, stated in terms of dollars, is $1.00.

In construing this easement the singular includes the plural as the circumstances may require.

WITNESS grantor's hand this 3 day of April, 1973.

Don S. Silvey

Viola S. Silvey

STATE OF OREGON)
) ss.
County of Washington)

Personally appeared the above named Don S. Silvey and Viola S. Silvey and acknowledged the foregoing instrument to be their voluntary act and deed.

Before me: _____
Notary Public for Oregon

My commission expires _____

7907

MEMO TO THE FILES

March 27, 1973

Re: Footpaths and Bike Trails
1973 SCA Project
S.W. 80th Avenue
City of Tualatin

Sidewalks are proposed by the City and will be constructed on each side of 80th Avenue at a future date when financing is available.

The project calls for construction of a berm behind the curbs to accommodate the future sidewalks.

Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
W. H. Tebeau
Victor Wolfe
L. H. Young

NOTED
R. L. SCHROEDER

RECEIVED
MAR 2 7 1973
Assistant Highway Engineer

Mrs. Yvonne L. Addington
City Administrator
City Hall
Tualatin, Oregon 97062

March 27, 1973

Dear Mrs. Addington:

A right-of-way width of 66 feet is required to accommodate the proposed improvement on S.W. 80th Avenue. The present width is 50 feet.

In order that the proposed project proceed as scheduled, the City must secure the additional 16 feet. It is the understanding of this office that part of this has been donated to the City and that the remainder will be acquired by the City through condemnation.

Two right-of-way certificates were forwarded to the City on February 16, 1973. When the City has secured the right-of-way, please execute the two certificates and forward one copy to this office.

Your earliest consideration of this matter is requested since the certificate must be received by this office on or before April 19, 1973.

Very truly yours,

George H. Baldwin
Administrator of Highways

By Gary E. Zelver
for

H. S. Cox
County and City Engineer

GEZ:ljt

bc: R. L. Schroeder
F. L. Hall
L. H. Young

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

7907

MEMO TO THE FILES
March 22, 1973

Re: 1973 SCA Project
S.W. 80th Avenue
City of Tualatin

NOTED
A. E. JOHNSON

The City is in the process of acquiring the right-of-way for this project. As of this date the right-of-way has not been secured and the project should be rescheduled for the May 24, 1973 bid opening.

Gary E. Zehner
Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

cc: A. E. Johnson
R. L. Schroeder
F. L. Hall
L. H. Young
L. W. Rulien
B. L. Gifford

RECEIVED
STATE HWY ENGR
MAR 22 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

BEN GIFFORD 3-12-73

SCA

Section Tualatin (80th Ave)

Highway City Street

County Washington

Kind of Work Grading & Paving

Project Allotment $ 47,000

Project Length 0.14 mile

Completion Time 70 cal. work days
(Aug 10, 1973)

FA Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 34,256

Anticipated Additional Items:

Flagging (State Share)	$ 600	
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Stage Construction Striping		
Temporary Erosion Control		
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages		
Adjust Utilities		
		$ 600
		$ 34,856 70
Contingencies (4-1/2%)		1,568 55
Engineering (10 %)		3,485 67
TOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 40,270 92

RECEIVED
COUNTY & CITY SECTION
MAR 14 1973
☐ ENGR. ☐ CONR. ☐ OE ☐ AE ☐ DE
☐ DPE ☑ CE ☐ RE ☐ RPE ☐

APPROVED
Design Engr.

Yours
Does cities have additional funds?

Latin (80th Ave) Section
Grading & Paving

4-26-Letting

Cost Estimate

Item No.	Item	Unit	Quantity	Unit Cost	Total
1	General Excavation	Lump Sum	All Spec		2700
2	1"-0 Aggregate Base, 12 inches thick	Sq. Yds	4,340	2.75	11,935
3	Class "C" Asphalt Concrete, 3½ inches thick	Sq. Yds	3,970	2.20	8734
4	8-inch Sewer Pipe	Lin. Ft.	160	5.25	840
5	12-inch Sewer Pipe	Lin. Ft.	450	6.20	2,790
6	15-inch Sewer Pipe	Lin. Ft	6	8.00	48
7	Concrete Manholes	Each	1	350.00	350
8	Concrete Inlets, Type CG-1	Each	8	250.00	2,000
9	6"-inch Drain Pipe	Lin. Ft.	88	5.65	497
10	Concrete Curbs	Lin. Ft.	1,450	2.75	3987
11	Adjusting Manholes	Each	3	125.00	375
					34,256
	Flagging - 600.				600
					34,856
	4½% Contn.				1,568
	10% Engr.				3,485
					$ 40,2709

Tualatin (S.W. 80th. Ave.) Sec.
City Street
Washington County

2/22/73

Questions or problems to resolve with City.

1. Curb radius extensions for K-Mart approach will require construction on private property.

   Easement or Construction permit will be necessary.
   City Property

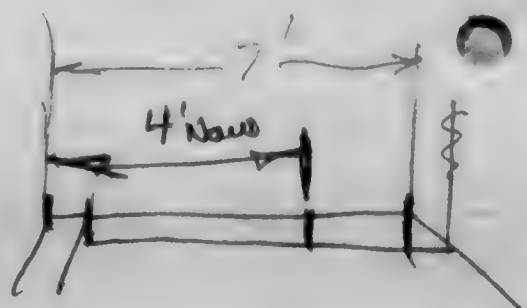
2. Curb radius' for Seneca st. can be shown on the plans if future street width can be determined by City. We believe this to be more desirable than the map indicates. 44' St.

3. Disposition of sign Lt. of sta. 15+40?

   Temporary City adjust

638-6841

118



~~66'~~

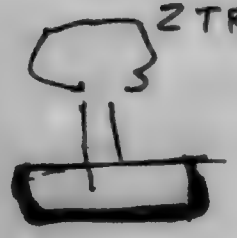
66'

CALL FRED ERICKSEN

S. WALK -

6' FROM FACE OF CURB OR BACK — 7'

DRAIN PIPE @ NORTH END - No Pipe



2 TREES TO BE SAVED MAY GO DUE TO BURM

Leave Trees

2-23-73

71-83 = 10,389-10511 = 122

TUALATIN –

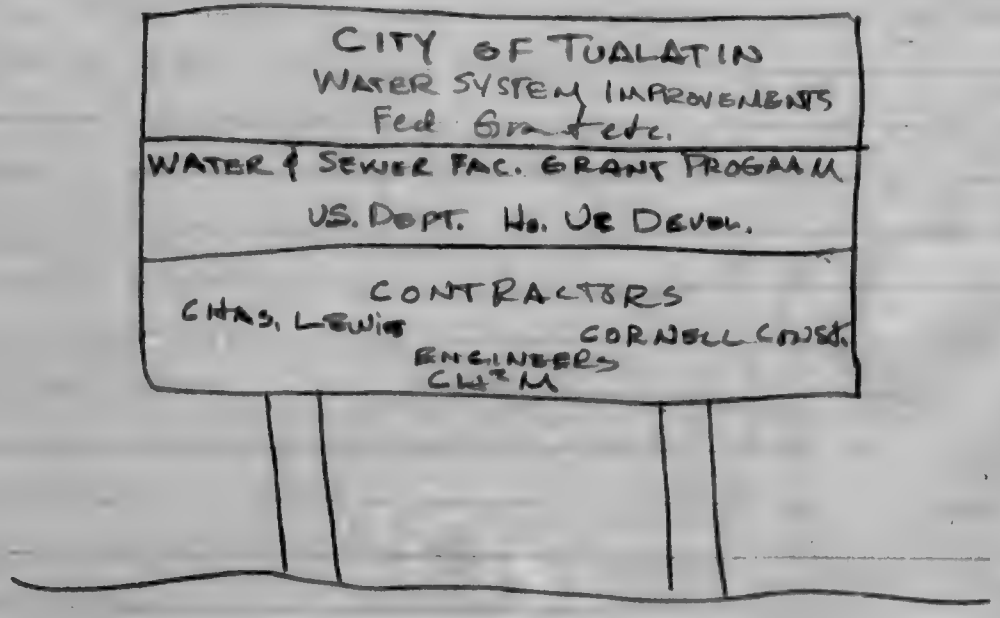
1. Curb Radius @ K-Mart-

City owns this property - K Mart has an easement

2. Seneca St.

Plan for a 44' curbed St.

3. Sign – Temporary
To be moved by City



14+48
Const Type G-1 Inlets
Inst 8" Steel Sewer Pipe 4L'
Trench Ex. 6 C.Y.

13+52-16-12
Inst. 12" Steel Sewer Pipe-260'
Trench Ex 51 C.Y.

-122'

+46 Adjust ± Manhole

8" San

15" Storm

EASEMENTS
10' Dwp x 50' Long

8" WL

C.G. Curb

+77 Abandon Conc. Inlet

4" Storm

A.C. Parking Lot

Remove Conc. Curb

3/4" Gas

"L" 14+81.95 P.O.T.
"S" 10+0000

+04 Adjust ± Manhole

12" Oak

12" Oak

Sign

6" Stop Sign

12" Tree

8"

6" Storm

12"

10" San

8" Stubout

12"

14

15

S 07° 2

97°28'30"

8"

15" San

B.F.

End Curb

ST. WIDTH

End Curb

Stop Sign

B.F.

End Curb Fnd ⅝" I.R.

Save

Limit

SCALE: 1" = 20'

12·30-13+52
Inst. 12" Steel Sewer Pipe - 122'
Trench Ex. 82 C.Y.

+46 Adjust

8" San.

15" Storm

EASEMENTS
10' Drop x 50' Long

8" W.L.

Stop Sign

24" Oak

6" Storm

12"

10" San.

San. Pressure Line

4" San. Pressure Line

+77 Abandon Conc. Inlet

6" Storm

Inst 6"
Trench Ex

A.C. Parking Lot

Remove Conc. Curb

12" T-ee

8"

3/4" Gas

13

14

Find 5/8" I.D.

SCALE: 1" = 20'

February 16, 1973

Mrs. Yvonne L. Addington
City Recorder
City Hall
Tualatin, Oregon 97062

Dear Mrs. Addington:

When the City has acquired the right-of-way on S.W. 80th Avenue, please execute the two enclosed right-of-way clearance certificates and forward one copy to this office. After the deeds have been recorded in Washington County, we would appreciate receiving a copy so that we may complete our survey map and records.

If we can be of assistance to you, please let us know!

Very truly yours,

George H. Baldwin
Administrator of Highways

By Gary
for
H. S. Cox
County and City Engineer

GHB:ljt

Encl.

ENGR. CORR. OE AE WE
UPE CE RE RPE

7907

5

MEMO TO THE FILES

February 15, 1973

Re: Footpaths and Bike Trails
SCA Project
S.W. 80th Avenue
City of Tualatin

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and bike trails are not required to be established...where...other available ways or other factors indicate an absence of any need for such paths and trails."

Sidewalks are proposed on each side of 80th Avenue and will be constructed by the City in the near future.

Gary E. Zehner

Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
W. H. Tebeau
Victor D. Wolfe
L. H. Young

R. L. SCHROEDER

RECEIVED
FEB 15 1973
Office of
Assistant State Highway Engineer

SALEM, OREGON
February 15, 1973

1973 SCA Project
S.W. 80th Avenue
City of Tualatin

Mr. Victor D. Wolfe
Location Engineer

B U I L D I N G

Attn: Mr. P. L. Carstensen

The survey data on subject section has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

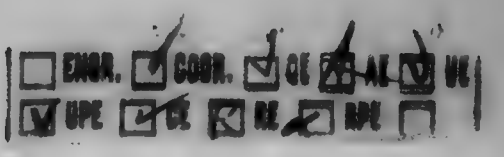
H. S. Cox
County and City Engineer

By

Gary E. Zehner
Cities Engineer

GEZ:ljt

Att.



NARRATIVE REPORT

Tualatin (S.W. 80th Ave.) Section

City Street

City of Tualatin

The purpose of this survey is to provide an estimate of cost for the reconstruction of S.W. 80th Avenue. The existing street is an asphaltic concrete surfacing approximately 21 feet in width. The proposed reconstruction would provide a 44 foot curb to curb section.

The project begins at the intersection os S.W. 80th Avenue and the Beaverton-Tualatin Highway and proceeds in a southerly direction to the intersection os S.W. 80th Avenue and Nyberg Road a total distance of 772 feet. The vertical alignment consists of a maximum grade of 2.53%. The grades were established to contain the roadbed within a sixty foot right of way.

Presently the City has a fifty foot right of w ay and has agreed to obtain an additional ten feet. They do not anticipate any problems in securing the additional right of way. Property owners have not been shown on the detail map since the City will make the negotiations.

There are existing gas, water, sanitary and storm sewers, power and telephone facilities. Northwest Natural Gas Company has two concrete vaults on the right side of centerline at the northerly end of the project. These vaults are in conflict and will require adjustment. They also have a 4½-inch and a 2-inch line on t e right side which, dependent on the depth might have to be adjusted. There is a ten inch water line on the left side of centerline which is three feet below the existing surface and should not require adjustment. The City also has a 10-inch gravity sanitary sewer and 2 pressurized sanitary sewer lines on the easterly side of centerline at a depth of three to five feet which will not require adjustment. Portland General Electric and General Telephone both have poles on the project that will have to be moved. The City will make arrangements for all utility adjustments,

There is an existing 15-inch storm sewer that flows in an easterly direction from the intersection of the K Mart access road and S.W. 80th Avenue. This is the only outfall available for this project. Due to the flat grades and shallow depth, new storm sewers will have to be installed to meet the existing outfall. It is proposed that corugated steel pipe be used on all but two culvert extensions. Special grates should be used on the inlets as bicycle traffic is anticipated.

Due to the small quantities involved in the surfacing and concrete items it is recommended that commercial suppliers be utilized for the material sources and that the normal sampling and testing of these materials be waived.

The City has requested that "Type A" curb and gutter be utilized in liew of the "Type C". Also they desire a six inch curb exposure.

The clearing, grubbing and removal has been included in the General Excavation item because of the small amount of work to do.

There is an approximate 150 cubic yards of excess excavation on the project. The excess can become the Contractors at the point of excavation.

2-14-73

CC: J. E. CHIDSEY

COST SUMMARY

ITEM	UNIT	UNIT PRICE	QUANTITY	AMOUNT
Temporary protection & direction of traffic	Lump Sum		All	$2,500.00
General excavation, including clearing, grubbing & removal	Cu. Yd.	$3.25	640	$2,080.00
Trench excavation	Cu. Yd.	$5.00	110	$550.00
Watering	M-Gal	$10.00	46	$460.00
1"-0 Agg. Base	Ton	$4.00	2,660	$10,640.00
Class "B" A.C.	Ton	$12.00	815	$9,780.00
8" storm sewer pipe	Lin. Ft.	$4.00	160	640.00
12" storm sewer Pipe	Lin. Ft.	$5.00	430	$2,150.00
15" storm sewer pipe	Lin. Ft.	$7.00	14	98.00
Manhole	Each	$350.00	1	$350.00
Concrete inlets type G-1	Each	$225.00	9	$2,025.00
Concrete curbs type A	Cu. Yd.	$50.00	75	$3,750.00
Adjust manholes	Each	$125.00	3	$375.00
			Total	$35,398.00
Engineering and contingencies, 20%				$7,079.60
Flagging				$1,000.00
			Total	$43,477.60

5

7907

2-6-73

PREFIX NO. 334-1464

LOCATION PROSPECTUS
TUALATIN (80TH AVENUE) SECTION
CITY STREET
WASHINGTON COUNTY

HIGHWAY: 80th Avenue--city street. Not on Federal-aid or State system.

TERMINI: The northerly terminus is at the intersection with Boones Ferry Road. The southerly terminus is at the intersection with Nyberg Road.

LENGTH: 0.15 mile.

PROGRAM: 1973 Special City Allotment.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for paving and drainage on existing alignment. Drainage problems are not anticipated. Soils investigations have been made. An economic analysis is not needed at this time. Bicycle path will be considered.

TYPICAL SECTION: A 44-foot curb-to-curb street section.

BASE DESIGN:
3.5" A.C.
6" 1"-0 Aggregate Base
6" Lime Treated Subgrade

MATERIALS: To be investigated during survey.

AGREEMENTS: Routine Special City Allotment project.

ADD'L FACILITIES: None affected.

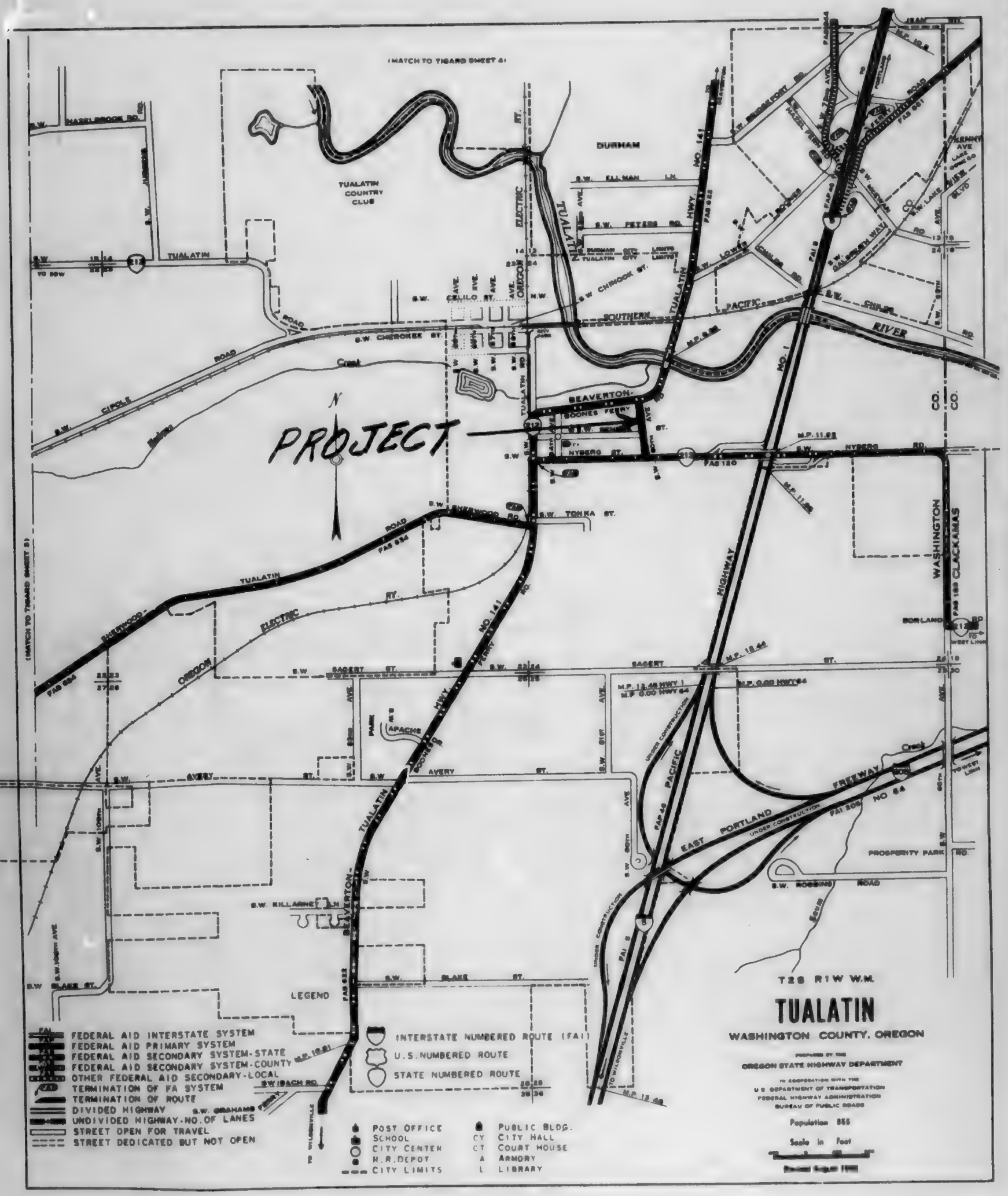
RECEIVED
STATE HWY ENGR
FEB 7 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Attach
February 6, 1973

cc: L.W. Rulien (3)
E.S. Hunter
J.B. Boyd (3)
F.L. Hall
C.T. Keasey
V.D. Wolfe
J.M. Cartwright (2)
H.S. Cox (2)
W.N. Hackleman
V.J. Johnson
R.E. Olson
J.A. Rowland
C.G. Swenson
F.E. Terpin
F.W. Yarbrough (2)
F.B. Klaboe
R.L. Schroeder
L.E. Geroge
W.J. Hart (3)
D.H. Moehring
L.H. Young
R.N. Chase
B.L. Gifford
R.D. Hector
A.D. Olson
R.W. Prentiss
R.E. Royer
W.H. Tebeau
G.C. Wills

NOTE:
A. E. JOHNSON


(MATCH TO TIGARD SHEET 6)
(MATCH TO TIGARD SHEET 5)
PROJECT
N
TUALATIN COUNTRY CLUB
DURHAM
TUALATIN
BEAVERTON-
SOONES FERRY
TUALATIN
ELECTRIC
RY.
OREGON
PACIFIC
SOUTHERN
HIGHWAY
NO. 141
NO. 1
TUALATIN
RIVER
WASHINGTON
CLACKAMAS
CO.
CO.
FREEWAY
NO 64
EAST PORTLAND
UNDER CONSTRUCTION
PROSPERITY PARK
ROAD
SHERWOOD
BOONES FERRY
APACHE
PARK
SAGERT ST.
AVERY ST.
BLAKE ST.
NYBERG ST.
TONKA ST.
SW CHINOOK ST.
SW CHEROKEE ST.
SW CIRCLE
SW HAZELBROOK RD.
SW FANNO
SW FULLMAN LN.
SW PETERS RD.
SW LOWER BOONES FERRY RD.
SW CHILDS RD.
SW GALEWOOD WAY
SW LAKE AVE.
SW KENNEY AVE
SW RIVER RD.
SW 105TH AVE.
SW 108TH AVE.
SW 95TH AVE.
SW 80TH AVE.
SW KILLARNEY LN.
SW IPACH RD.
SW GRAHAMS FERRY
SW ROBBINS ROAD
SW BORLAND RD
M.P. 10.4
M.P. 11.62
M.P. 11.88
M.P. 12.44
M.P. 12.81
M.P. 13.48 HWY 1
M.P. 0.00 HWY 64
M.P. 0.00 HWY 64
M.P. 13.68
FAS 180
FAS 681
FAS 684
FAS 685
FAS 688
FAS 689
FAP 48
FAI 205
FAI 5
TO WILSONVILLE
TO WEST LINN
Creek
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
T2S R1W W.M.
TUALATIN
WASHINGTON COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 855
Scale in Feet

7907

January 30, 1973

City of Tualatin
City Hall
Tualatin, Oregon 97062

Attention: Yvonne L. Addington
City Recorder

MISC. CONTRACTS AND AGREEMENTS No. 3642

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to improvement of S. W. 80th Avenue from S. W. Nyberg Street to Boones Ferry Road.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

7907 1-16-73

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: S. W. 80th Ave.
Highway: City of Tualatin
County: Washington
Prefix: 334-1464

Res. Engr. P.R.Barnhart
Approx. Length 0.15 mi.
Sta. _____ to Sta. _____
Date 1-16-73

Mean Truck A.D.T. 95
Traffic Coefficient 7.1
18 kip s. a. per day 16.9

Annual Precipitation 44"±
Frost Penetration - - -
CBR Total Requirement 22.0"

(1)

Typical Soil

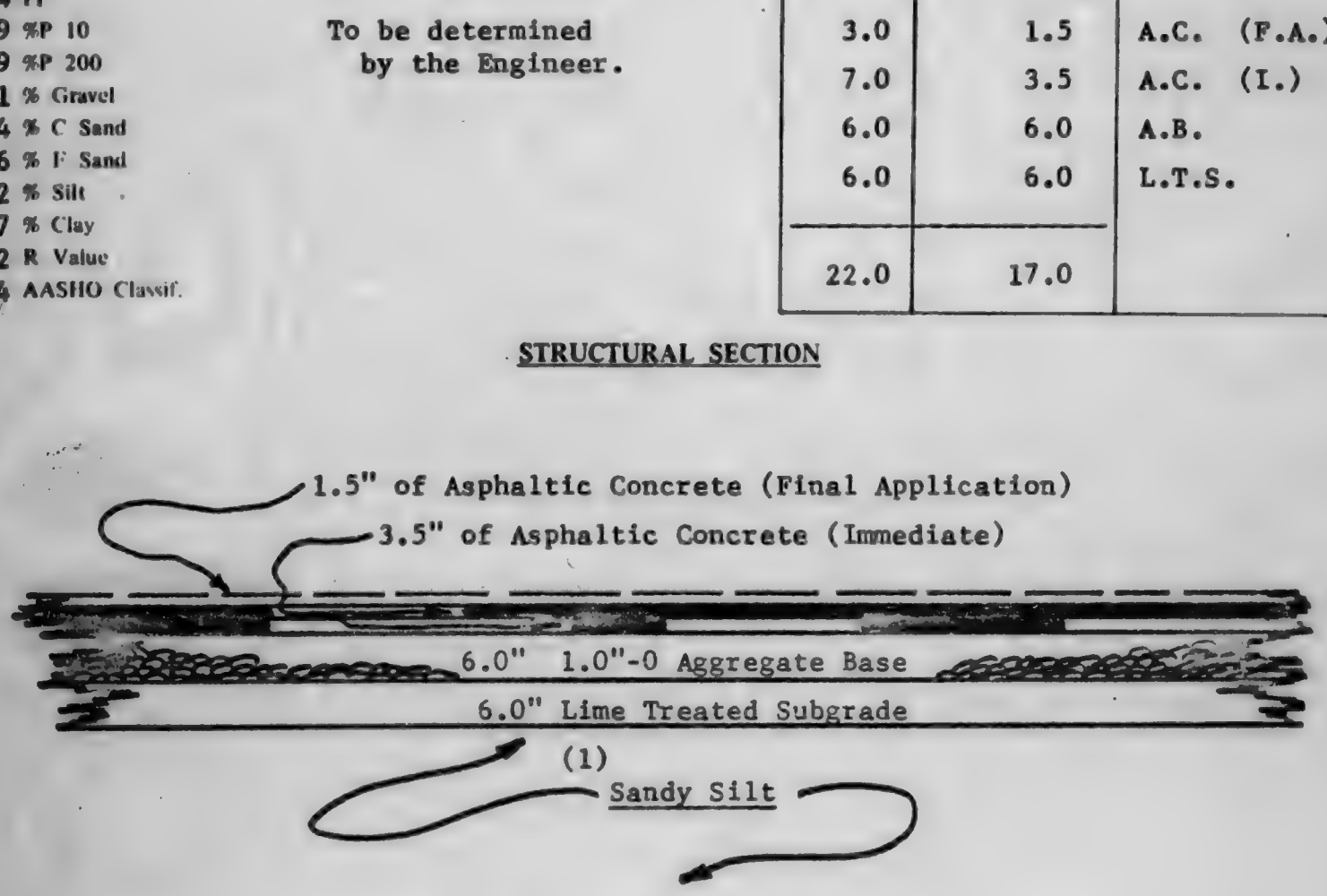
25 LL
4 PI
99 %P 10
69 %P 200
1 % Gravel
4 % C Sand
26 % F Sand
52 % Silt
17 % Clay
12 R Value
A-4 AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
7.0	3.5	A.C. (I.)
6.0	6.0	A.B.
6.0	6.0	L.T.S.
22.0	17.0	

STRUCTURAL SECTION



See remarks on Page 2

Submitted by _____ Base Design Engineer

Recommended by _____ Asst Engineer of Materials and Research

Recommended by _____ Location Engineer

Approved by _____ Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

SECTION: S. W. 80th Ave.

HIGHWAY: City of Tualatin

COUNTY: Washington

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*1.0"-0 Aggregate Base*	LTS	*"CBE" Total Requirement*	*Actual Thickness*
6.0 - 7.0	3.0"	---	8.5"	6.0"	20.5"	17.5"
4.8 - 6.0	2.0"	---	7.0"	6.0"	17.0"	15.0"
Cars Only	2.0"	---	8.5"	---	12.5"	10.5"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 6.1 and a C.B.E. Requirement of 19.0". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application."

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0 "	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8 "	Aggregate Base
1.0"	Cement Treated Base	= 1.8 "	Aggregate Base
1.0"	Oil Mat	= 1.1 "	Aggregate Base
1.0"	Aggregate Subbase	= 0.8 "	Aggregate Base
1.0"	Lime Treated Subgrade	= 1.0 "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: S. W. 80th Ave.

HIGHWAY: City of Tualatin

COUNTY: Washington

1600 Present ADT (19 73)

4.3 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	50	1.7	85	68	450	30,600
3	10	1.7	17	14	1000	14,000
4	4	1.7	7	6	1250	7,500
5	5	1.7	9	7	3180	22,260
6	0	---	--	--	2570	- - -
				95	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 74,360

TWENTY YEAR EWL 1,487,200

TRAFFIC COEFFICIENT 7.1

SECTION: S. W. 80th Ave.

HIGHWAY: City of Tualatin

COUNTY: Washington

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: See remarks.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers asphaltic concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.15± mile) project and traffic does not warrant the use of C.R.P.C.C.

December 13, 1972

Mrs. Yvonne L. Addington
City Administrator
City Hall
Tualatin, Oregon 97062

Dear Mrs. Addington:

On December 12, the State Highway Commission approved the City's request for a 1973 Special City Allotment project to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and city map, showing the limits of the approved project. Also attached are regulations pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Gary

for H. S. Cox
County and City Engineer

GHS:ljt

Att.

cc: L. W. Mulien

ENGR. ✓ OPER. ✓ DE ✓ AE ✓ UE
✓ UPE ✓ CE ✓ RE ☐ APE ☐

SEA

CITY OF TUALATIN

IN THE HEART OF THE BEAUTIFUL
TUALATIN VALLEY
OREGON
97062

October 25, 1972

Mr. H. S. Cox
County and City Division
Oregon State Highway Division
Salem, Oregon 97310

Attention: Mrs. Gary Zehner

Gentlemen:

Confirming our telephone conversation today regarding the acquisition of additional right of way for the improvement of S. W. 80th Avenue, I have contacted four out of the seven property owners on both sides of the street and they have indicated they would be willing to dedicate the additional right of way should the city be awarded funds from the State Highway Division under the $25,000. allotment program to cities.

I am now proceeding to get these confirmations in writing and will forward them to you as soon as possible. We do not see any problems in the dedication from the three other property owners at this time.

Very truly yours,

Yvonne L Addinton

Yvonne L. Addinton
City Administrator

RECEIVED
COUNTY & CITY SECTION
OCT 26 1972
☑ ENGR. ☑ COOR. ☐ OE ☐ AS ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

SCA

CITY OF TUALATIN

IN THE HEART OF THE BEAUTIFUL
TUALATIN VALLEY
OREGON
97062

October 6, 1972

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Salem, Oregon 97310

Re: S. W. 80th Avenue Project

Dear Mr. Cox:

In answer to your letter of September 22, 1972 regarding the construction of S. W. 80th Avenue under the Special City Allotment Act, the Tualatin City Council, at its meeting on October 3, 1972, voted unanimously to participate in the project as outlined in your letter.

The City Council is willing and eager to get the improvement of S.W. 80th Avenue under way and if our staff can be of any assistance to you, please feel free to call on us.

Very truly yours,

Yvonne L Addington

Yvonne L. Addington
City Administrator

RECEIVED
COUNTY & CITY SECTION
OCT 9 - 1972
ENGR. COOR. CE AE UE
WPE CE RE RPE

SCA

Mrs. Yvonne L. Addington
City Administrator
City Hall
Tualatin, Oregon 97062

September 22, 1972

Dear Mrs. Addington:

It is planned to submit your proposed project on 80th Avenue, from Nyberg Street to Boones Ferry Road, to the Highway Commission for consideration of construction (1973) under the Special City Allotment Act (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $47,000 for a 44-foot curbed street. The State's share would be $25,000.

Should the Highway Commission look with favor on your project, would the City of Tualatin be willing and able to pay all costs of the project in excess of $25,000?

Early receipt of a letter stating the City's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By
for M. S. Cox
County and City Engineer

GMC:ljt

ENGR. COOR. OE AE UE
UPE CE RE RPE

9-7-72

TUALATIN - David Bryan PWD

Met with David Bryan, went over data forms. S.W. 80th Ave has a 50 foot right of way but the city has assured me that they would get 10 feet more and they will confirm this in a letter. They have installed a 15" Storm Sewer to east edge of 80th at K-Mart Road, so this will be used for outflow from Street drainage. 2 or 3 oak trees may require removal at south end of job. A 5.5 x 5.5 and 2x4 concrete vaults at N.W. end of job are believed to be property of gas co. and they will have to move them. This Street has a large volume of traffic. It connects Nyberg Street and Boones Ferry Road. The new K-Mart Store adds to the traffic.

Good Project.

L. E. Z.

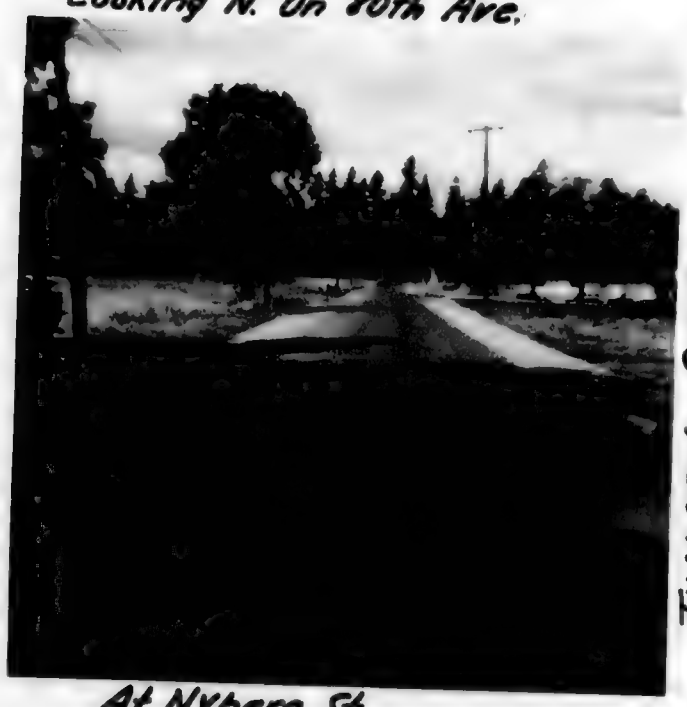
9-7-72

Looking S. on 80th Ave.

TUALATIN 9-7-72

At Boones Ferry Rd.

Looking N. On 80th Ave.



TUALATIN 9-7-72

At Nyberg St.

1973 PROGRAM

S.C.A. Investigation Data

City of Tualatin Date 9-7-72 Div. 1

Population: 1966 462
1971 1217

Street S.W. 80th Ave. from S.W. Nyberg St. to Boones Ferry Road.

No. previous projects 2
Last project 1964 (year)
Total SCA funds $ 28,350.55
Funds/capita $ 23.30
Average/capita $ 25.57

EXISTING

Surface now in place: A.C. ___ Oil x Gravel ___ Concrete ___
Surface width: 22' feet, Shoulder-shoulder width: ___ feet
C-C width: ___ feet, R/W width: 50' feet
Remarks: Existing Street receives heavy traffic since it is a connect between Nyberg St. and Boones Ferry Rd, also K-Mart traffic. Row is narrow but city will get extra to provide 60' width. Surface is patched here and there. Widening would relieve traffic congestion considerably.

PROPOSED

Surfacing: A.C. x Oil ___ Other ___
Pave. width: 24 feet, Shoulder width 10 feet, C-C width: 44 feet
BASE DESIGN: A.C. 3 inches, Leveling 2 inches, Base 14 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.14 mile, 740 feet. Type curb: "C"
Remarks: Widening of 80th Ave. would relieve congestion and provide smoother traffic flow. Traffic is heavy. Total Reconstruction proposed. Good Project.

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 1,000
Clearing & grubbing (Remove 2 oak trees)	all	all	L.S.	250 500
General excavation	c.y.	2950	2.00 2.50	5,900 7375
Finishing roadbed & slopes ($1,500)	mile	0.14	1500.00	210
Trench excavation	c.y.	140	4.00 5.00	560 700
Watering	M-gal.	75	5.00 4.00	375 300
Level material (3/4-0)	c.y.	300	5.00 ✓	1500
Base material	c.y.	2070	4.75 ✓	9832.50
Asphalt	ton	660	11.00 ✓	7260
Binder	all	all	L.S.	680
Concrete inlets G-1	each	6	250.00 180.00	1500 1080
~~Culvert~~ pipe 12" Conc. Sew.	lin. ft.	370	5.00 5.50	1850 2035
Concrete curbs	c.y.	51	50.00 ✓	2550
15" Conc. Sewer Pipe	lin. ft.	66	7.00 6.50	462 429
Const. Manhole	each	1	500.00 600.00	500 600
Const. St. Connection	each	5	150.00 175	750 875
Extra for driveways	each	3	70.00 50	210 150

*Items include 10% allowance

	Total	$ 35,390 37,076.50
Perm. signing ($100/intersection)		300
Flagging		200
	Total	$ 35,890 37576.50
Engineering & contingencies (20%)		7178 7515.30
	Total	$ 43068 45091.80
City's estimated share of survey		1260 1336.80
	TOTAL ESTIMATED COST	$ 44,328 46,428.60

Say ~~47,000~~ 47,000

3,000 × 29,091 / ~~18,068~~ / ~~43,068~~ = 45,091

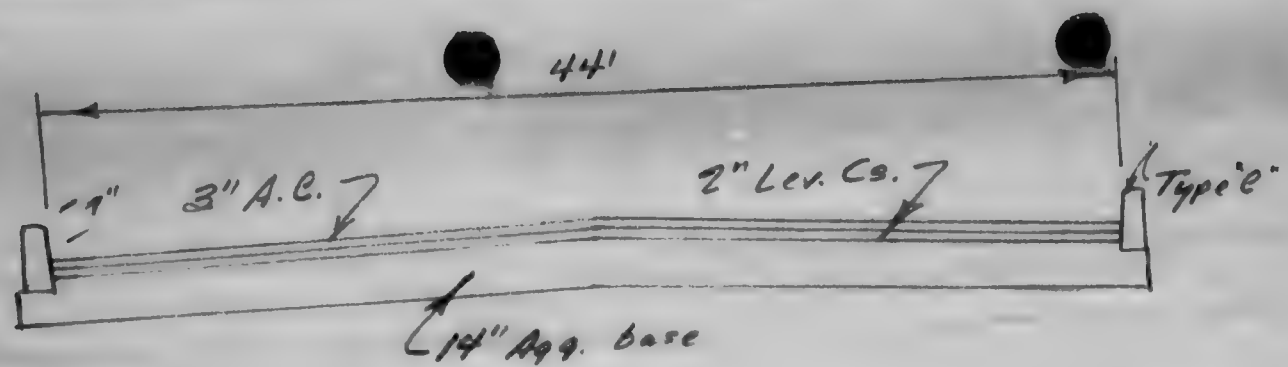
TUALATIN

9-8-72

S.W. 80th Ave.

0.14 Mi.

740'



7 3 2 14 / 26"

Gen. Exc. = $\frac{2.17 \times 45' \times 740' \times 1.1}{27}$ = 2944 = 2950 C.Y.

Lev. Cs. = $\frac{0.17 \times 44 \times 740' \times 1.43}{27}$ = 293 = 300 C.Y.

Agg. base = $\frac{1.17 \times 45 \times 740' \times 1.43}{27}$ = 2064 = 2070 C.Y.

Watering = 0.0275 x 2370 x 1.1 = 72 = 75 M-Gal

A.C. = 7.4 x 88.3 = 653 = 660 Tons

Binder = 100 x 44 x 0.14 x 1.1 = 678 = 680

12" C.S.P. = 44' + 200' + 44' + 30' + 221' = 340' + 30 = 370'

15" C.S.P. = 60' − 6 = 66'

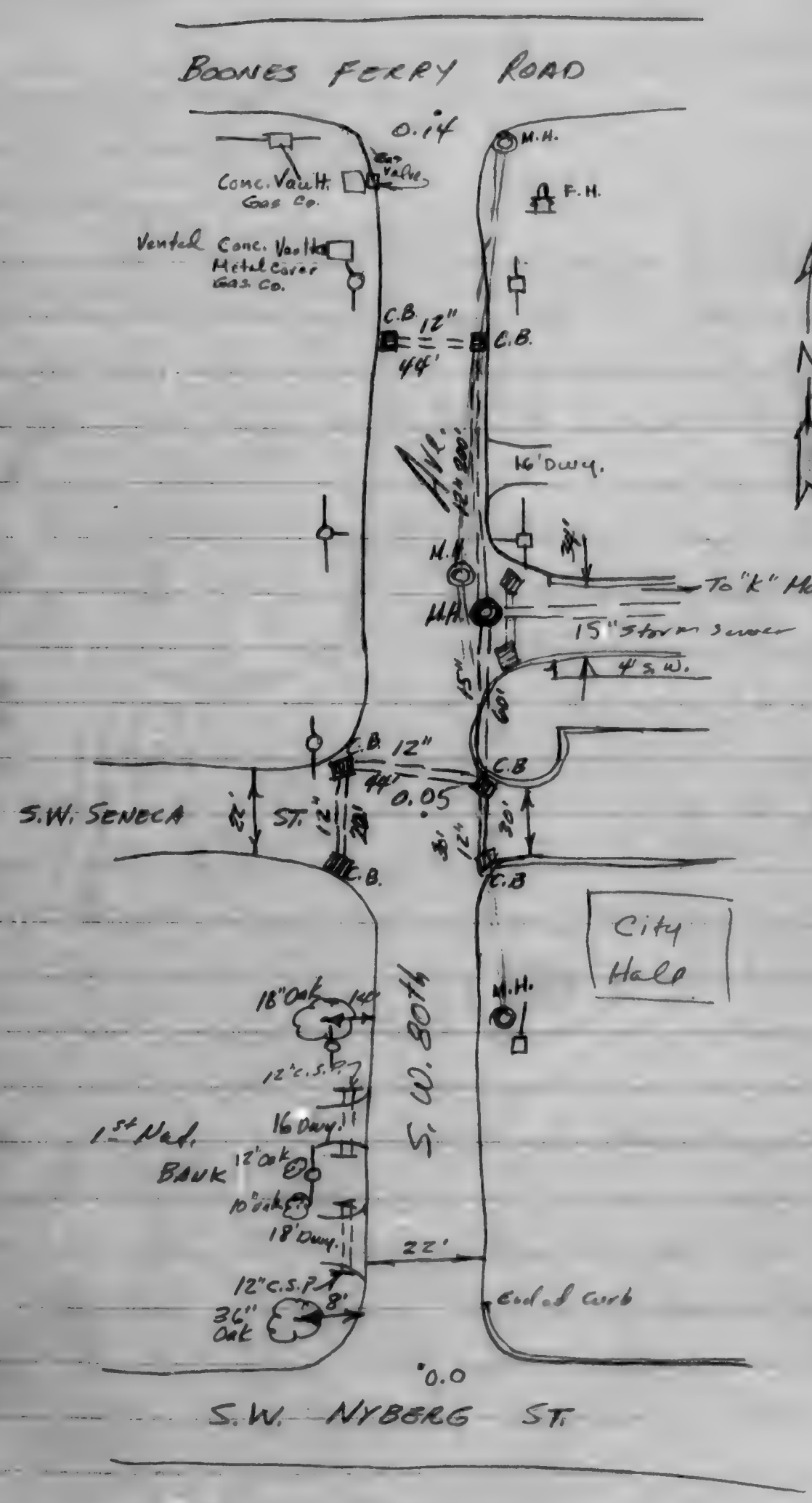
6 C.B.

1 M.H.

Tr. Exc. = $\left(3.0 \times \frac{370}{27} \times 2.5\right) + \left(3.25 \times \frac{66}{27} \times 2.75\right) \times 1.1$ = 136 = 140 C.Y.

Curb "C" Type = 740' x 2 x 0.031 x 1.1 = 50.5 = 51 C.Y.

TUALATIN
9-7-72



(MATCH TO TIGARD SHEET 4)
(MATCH TO TIGARD SHEET 3)
TUALATIN COUNTRY CLUB
DURHAM
TUALATIN
BEAVERTON
SOUTHERN PACIFIC
TUALATIN ELECTRIC
OREGON ELECTRIC RY.
NO. 141
NO. 1
NO. 64
HIGHWAY
FREEWAY
WASHINGTON
CLACKAMAS
RIVER
Creek
ROAD
CIRCLE
HAZELBROOK RD.
S.W. CHEROKEE ST.
S.W. CELILO ST.
S.W. CHINOOK ST.
S.W. SHERWOOD RD.
S.W. TONKA ST.
S.W. SAGERT ST.
S.W. AVERY ST.
S.W. BLAKE ST.
S.W. NYBERS ST.
S.W. SENECA ST.
S.W. ELLMAN LN.
S.W. PEIFER RD.
S.W. LOWER BOONES FERRY RD.
S.W. BOONES FERRY RD.
S.W. 72ND AVE.
S.W. 108TH AVE.
S.W. 80TH AVE.
S.W. 65TH AVE.
S.W. 60TH AVE.
S.W. 124TH AVE.
S.W. 116TH AVE.
S.W. 92ND AVE.
S.W. 85TH AVE.
S.W. 82ND AVE.
S.W. 79TH AVE.
S.W. 68TH AVE.
S.W. 63RD AVE.
S.W. 62ND AVE.
S.W. 59TH AVE.
S.W. 56TH AVE.
S.W. 53RD AVE.
S.W. 50TH AVE.
S.W. 49TH AVE.
S.W. 45TH AVE.
S.W. 42ND AVE.
S.W. 39TH AVE.
S.W. 35TH AVE.
S.W. 32ND AVE.
S.W. 29TH AVE.
S.W. 26TH AVE.
S.W. 23RD AVE.
S.W. 20TH AVE.
S.W. 17TH AVE.
S.W. 14TH AVE.
S.W. 11TH AVE.
S.W. 8TH AVE.
S.W. 5TH AVE.
S.W. 2ND AVE.
S.W. 1ST AVE.
S.W. LAKE RD.
S.W. LAKE AVE.
S.W. LAKE BLVD.
S.W. MERRIFIELD
S.W. MONTAVA
S.W. RALEIGH WAY
S.W. ROBBINS ROAD
S.W. KILLARNEY LN.
S.W. IBACH RD.
S.W. GRAHAMS FERRY RD.
PROSPERITY PARK RD.
APACHE PARK
FAS 622
FAS 634
FAS 120
FAS 180
FAS 648
FAI 205
FAI 5
M.P. 8.96
M.P. 11.62
M.P. 11.96
M.P. 12.44
M.P. 12.48 HWY 1
M.P. 0.00 HWY 64
M.P. 13.49
M.P. 19.91
UNDER CONSTRUCTION
TO WILSONVILLE
TO WEST LINN
TO
N
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
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STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
T2S R1W W.M.
TUALATIN
WASHINGTON COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 955
Scale in Feet
Revised August 1968

CITY: Tualatin COUNTY: Washington

SECTION: SW. 80th Ave. from S.W. Nyberg St. to Boones Ferry Rd. 0.14 mi. - 740'

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$
Clearing & grubbing (remove 2 oak trees)	all	all	L.S.	580.00
General excavation	c.y.	2950	2.50	
Finishing roadbed & slopes ($1,500)	mile	0.14	1500.00	
Trench excavation	c.y.	140	5.00	
Watering	M-gal.	75	4.00	
Level material (3/4-0)	c.y.	300	5.00	
Base material	c.y.	2070	4.25	
Asphalt	ton	660	11.00	
Binder	all	all	L.S.	
Concrete inlets G-1	each	6	180.00	
~~Culvert~~ pipe 12" Conc. Sew.	lin. ft.	370	5.50	
Concrete curbs Type "C"	c.y.	51	50.00	
15" Conc Sew. Pipe	lin. ft.	66	6.50	
Const. Manhole	each	1	600.00	
Const. Street Connection	"	5	175.00	
Extra for Driveways	"	3	50.00	

*Items include 10% allowance

	Total	$
Perm. signing ($100/intersection)		
Flagging		
	Total	$
Engineering & contingencies (20%)		
	Total	$
City's estimated share of survey		
	TOTAL ESTIMATED COST	$

SCA

PROJECT DATA, CITY OF TUALATIN Date AUGUST 25, 1972

To be financed by Special City Allotment Fund and necessary city funds.

Street name S. W. 80th AVENUE
(Locate project on attached map.)

Project length 770 Feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: 44 feet, width of shoulders: 8 feet

Curbed section; width curb to curb: 44 feet

Remarks _____

Surface now in place: Oil ____ Paving X Gravel ____

Present surface width: 21 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: ~~60~~ 50 feet on plat feet City to get 10 feet additional

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: Nyberg Road 60'/80'; Boones Ferry 60'

Are intersecting streets curbed? Yes X No ____

Remarks Nyberg Road curbed, easterly only

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: - feet

City to construct curbs? Yes ____ No X

To be constructed as part of project? Yes X No

Length of desired radius on curb returns: 30 feet

Does city desire special type of curbs? Yes X No ____

Explain: Type "C" Conc. Curb

RECEIVED
COUNTY & CITY SECTION
AUG 29 1972
ENGR. COOR. UPE CE RE AE UE RPE

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes___ No X

Present sidewalks, Length: ___-___feet; Width:___-___feet

Distance between present sidewalks: ___-___feet

Are sidewalks to be constructed as part of project? Yes___ No X

Width of sidewalks to be constructed: ___-___feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

___-___feet N.___ S.___ E.___ W.___

___-___feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: _____feet

Remarks 6-foot walks to be constructed each side by City in future.

STORM SEWERS -

Now in place? Yes X (Partially) No___

If yes, are they adequate for increased flow? Yes X No___

Indicate depth of main lines from present surface: 4 feet

To be constructed by City? Yes___ No X

To be constructed as part of project? Yes X No___

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X No___ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 3-5 feet

Remarks Existing gravity sewer and two force mains on east side of S. W. 80th Avenue.

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 3 feet

Remarks 10-inch A.C. water line near east side of S. W. 80th Avenue.

DRIVEWAYS: ~~(All driveway construction beyond curb line to be at city's expense.)~~

To be constructed as part of project? Yes X No ___

Asphaltic concrete? Yes ___ No X

Portland cement? Yes X No ___

How many? 1

Must driveways be Portland cement to comply with city code? Yes X No ___

Is there a city ordinance specifying width and number of driveways permitted? Yes X No ___ (If yes, please include copy of ordinance.)

Remarks Ordinance attached

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes X No ___

Electric poles? Yes X No ___

Which company? Portland General Electric
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? General Telephone

Railroad tracks? Yes ___ No X

Which company? -

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No X

Remarks Future sidewalks to be constructed by City

GENERAL INFORMATION:

Are city finances available? Yes X No ___

When available? Date 7/1/73

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material:

City Park approx. four blocks from project site.

Contractors Material at site

General remarks:

By Kenneth Brock
Mayor

By Yvonne L Anderson
City Recorder or City Manager

By David W. Bryan
City Engineer

1300 ACCESS AND EGRESS

1301 PROVISION AND MAINTENANCE

1. The provision and maintenance of access and egress stipulated in this ordinance are continuing requirements for the use of any structure or parcel of real property in the City of Tualatin. No building or other permit shall be issued until scale plans are presented that show how access and egress requirement is to be fulfilled. Should the owner or occupant of a lot or building change the use to which the lot or building is put, thereby increasing access and egress requirements, it shall be unlawful and a violation of this ordinance to begin or maintain such altered use until the required increase in access and egress is provided.

2. Unless the required access and egress is dedicated to public use by permanent easement or deed, the building inspector shall not issue a building permit until the City Attorney has been presented with satisfactory legal evidence in the form of deeds, easements, leases, or contracts to establish access and egress for the duration of the occupancy or use for which access and egress are required. Copies of said deeds, easements, leases or contracts shall be placed on permanent file with the City Recorder.

3. Owners of two or more uses, structures, or parcels of land may agree to utilize jointly the same access and egress when the combined access and egress of both uses, structures, or parcels of land satisfies their combined requirements as designated in this ordinance, provided that satisfactory legal evidence is presented to the City Attorney in the form of deeds, easements, leases or contracts to establish joint use. Copies of said deeds, easements, leases or contracts shall be placed on permanent file with the City Recorder.

4. All access and egress shall connect directly with public streets. Said streets shall be of such width and improved as required to meet city specifications wherever said streets abut the use or parcel of ground for which access is required. In the case of individual hardship or if it is deemed impractical to carry out the required street improvements at the time that access and egress are required, a permit may be issued for an allowable structure or use provided that the property owner gives his written consent to the future public improvement of said streets and to the assessment for his proportionate share of the cost thereof.

5. Vehicular access for residential uses shall be brought to within fifty (50) feet of the ground floor entrances or the ground floor landing of a stairway, ramp or elevator leading to dwelling units.

6. Required sidewalks shall extend from the ground floor

entrances or the ground floor landing of stairs, ramps or elevators to the sidewalk or curb of the public street or streets which provide the required access and egress.

7. Applications for building permits shall be referred to the Planning Commission for review when in the opinion of the building official the access proposed would cause such hazardous traffic conditions to exist or would provide such inadequate access for emergency vehicles or would in any other way, cause such hazardous conditions to exist as to constitute a clear and present danger to the public health, safety and general welfare.

8. The standards set forth in this ordinance are minimum standards for access and egress, and may be increased by the Planning Commission in any particular instance where the standards provided herein are deemed insufficient.

1302 MINIMUM ACCESS REQUIREMENTS FOR RESIDENTIAL USES

Access and egress for residential uses shall not be less than the following:

DWELLING UNITS	MINIMUM NUMBER REQUIRED	MINIMUM WIDTH	SIDEWALKS ETC.
1 2 3-19	1 1 1	10 ft. 20 ft. 30 ft.	hard surface pavement over 80% of required access width; no sidewalks or curbs required.
20-49	1	40 ft.	hard surface pavement over 80% of required access width; 5 ft. sidewalk one side only; no curbs required.
	or 2	30 ft. (one way)	
50-99	1	50 ft.	hard surface pavement 36 feet wide; 5 foot sidewalk both sides; curbs required.
	or 2	40 ft.	hard surface pavement 32 feet wide; 5 foot sidewalk one side only; no curbs required.
over 500	as required by planning commission	as required by planning commission	as required by planning commission

1303 MINIMUM ACCESS REQUIREMENTS FOR COMMERCIAL AND INDUSTRIAL USES

Access and egress for commercial and industrial uses shall not be less than the following:

REQUIRED PARKING SPACES	MINIMUM NUMBER REQUIRED	MINIMUM EASEMENT TYPE & WIDTH	MINIMUM PAVEMENT SIDEWALKS ETC.
1-99	1	30 ft.	hard surface pavement over 80% of require access width; no curbs required; 5 ft. sidewalk one side only.
100-249	2	30 ft.	hard surface pavement over 80% of require access width; no curbs required; 5 ft. sidewalks one side only.
249-500	3	30 ft.	hard surface pavement over 80% of required access width; no curbs required; 5 ft. sidewalks one side only.
over 500	as required by planning commission	as required by planning commission	as required by planning commission

1304 WIDTH AND LOCATION OF CURB CUTS

1. Minimum curb cut width shall be fifteen (15) feet.

2. Maximum curb cut width shall be forty (40) feet.

3. No curb cuts shall be allowed within five (5) feet of an adjacent property line except when two adjacent property owners elect to provide joint access to their respective properties, as provided in

4. No curb cuts shall be allowed within thirty (30) feet of an intersecting street right-of-way.

5. There shall be a minimum distance of thirty (30) feet between any two adjacent curb cuts.

1-25-72

✓

TUALATIN - David W. Bryan PWD
Yvonne Addington - Recorder
Met with David Bryan, he still has data forms. He says 80th may require a 66 foot St. in the future and R/w should be acquired for this. He had a meeting to attend with the Mayor so didn't talk about project much. Present R/w on 80th is 50'.

8-22-72

Called City of Tualatin, talked to Mrs. Addington re. Project data forms. She said she would ask Mr. Bryan to get these to us. I told her that he told me that they wanted a 66' St. and she agreed and said there would be no trouble getting R/w.

ESTACADA - Richard O. Miller Administrator, Recorder
To Highway Comm. Next meet $30,000 open Hwy late 72.

Met with Dick Miller and Les St. Supt. The section of 4th St. applied for has 60' R/w with narrow, crooked St. Boulevard Way prevents widening of St. Les suggested Shafford St. from Dragon Hill Rd & 5th St. ~~to~~ to Short St. This job would have cuts and fills with slopes outside 60' R/w. This would not qualify since no street between Shafford St. and Short Sts at 5th. Told Les that the City should decide which way they want to go but that only 4th would qualify.

(MATCH TO TIGARD SHEET 4)

DURHAM

TUALATIN COUNTRY CLUB

S.W. HAZELBROOK RD.

S.W. ELLMAN LN.

S.W. PETERS RD.

S.W. CHINOOK ST.

S.W. CELILO ST.

S.W CHEROKEE ST.

S.W. SHERWOOD RD.

S.W. TONKA ST.

S.W. SAGERT ST.

S.W. AVERY ST.

S.W. BLAKE ST.

S.W. KILLARNEY LN.

S.W. ROBBINS ROAD

BEAVERTON-

TUALATIN

SOUTHERN PACIFIC

ELECTRIC RY.

OREGON

HIGHWAY NO. 141

HIGHWAY NO. 1

FREEWAY NO. 64

EAST PORTLAND FREEWAY

UNDER CONSTRUCTION

FAP 68

FAS 632

FAS 120

FAI 205

FAI 5

M.P. 11.98

M.P. 12.48 HWY 1
M.P. 0.00 HWY 64

M.P. 0.00 HWY 64

M.P. 13.48

M.P. 18.44

M.P. 19.91

APACHE PARK

PROSPERITY PARK

WASHINGTON & CLACKAMAS

BORLAND RD.

KENNY AVE.

LAKE OSWEGO

TO WEST LINN

TO WILSONVILLE

Creek

RIVER

N

LEGEND

FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS

PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

T2S R1W W.M.

TUALATIN

WASHINGTON COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 855

Scale In Feet

Revised August 1969

Tualatin (Nyberg Rd. E.) [redacted]tion
Grading and Paving

NO.	ITEM AND	QUANTITY	UNIT	UNIT PRICE	AMOUNT
001	DRAINAGE EXCAVATION UNCLASSIFIED	20.000	CU YDS	4.0000	80.00
002	GENERAL EXCAVATION UNCLASSIFIED	480.000	CU YDS	2.0000	960.00
003	12-INCH CULVERT PIPE	200.000	LIN FT	3.0000	600.00
004	EXTRA FOR PIPE UNDER PAVEMENT	44.000	LIN FT	5.0000	220.00
005	COARSE CRUSHED MATERIAL IN BASE	570.000	CU YDS	3.5500	2,023.50
006	3/4 IN-0 MATERIAL IN BASE	320.000	CU YDS	3.6500	1,168.00
007	SPRINKLING	22.000	M GALS	3.5000	77.00
008	CLASS B ASPHALTIC CONCRETE	560.000	TONS	7.4000	4,144.00
009	EXTRA FOR PAVING APPROACHES	6.000	CNLY	25.0000	150.00

WARREN NORTHWEST A DIV OF WARREN BROTHERS PORTLAND

Total Amount of Contract 9,422.50

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Sketch Map, Typical Section, Summary & Pipe Data
2	Plan & Profile

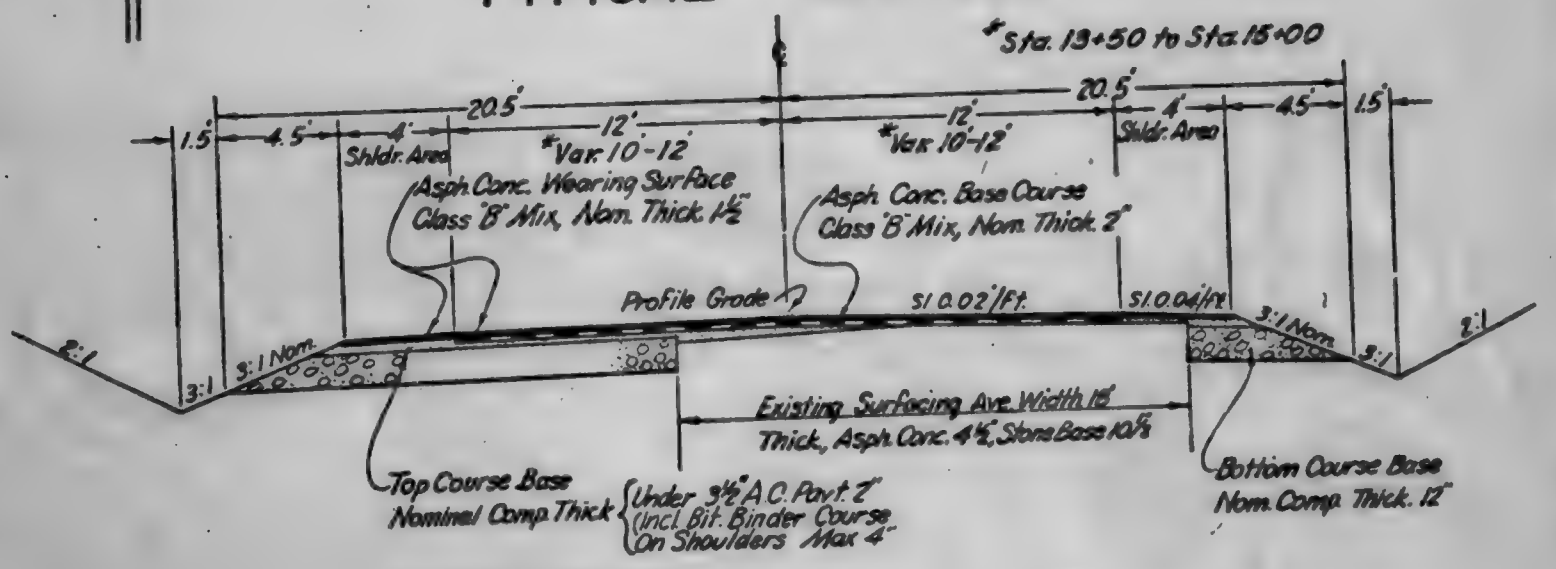
OREGON STATE HIGHWAY DEPARTMENT
GRADING & PAVING
TUALATIN (NYBERG RD. E.) SECTION
CITY STREET
WASHINGTON COUNTY

SHEET No. 1

FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	TOTAL SHEETS
8	OREGON	STATE	JULY 1964	See Index

Drg. No. 2077-Feathering

TYPICAL SECTION



For Method of Feathering
See Dwg. No. 2077

STA. 13+50 to STA. [EQUA 22+00.15 Bk. / 22+79.34 Ah] 21+50

DRAIN PIPE DATA

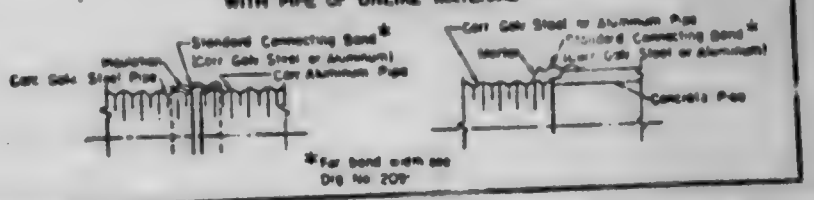
REMARKS	STATION to STATION	HEIGHT OF COVER IN FEET*	METAL INLET NO.	PIPE DIAMETER IN INCHES / LENGTH IN FEET	PLAIN	PERFORATED	ALTERNATE MATERIALS: CORR METAL ALUMINUM GAGE	CORR METAL GALV. STEEL	RIGID ASBESTOS-CEM.	RIGID BIT.-FIBER	RIGID CONCRETE	REMARKS

IMPERFECT TRENCH INSTALLATION

* Noted only when cover exceeds 15 feet

GENERAL NOTES:
1. A circle (○) indicates that concrete bedding applies.
2. A pipe culvert shall be of like material, except extensions of an existing culvert may be of unlike material as shown in the detail at right.

CONNECTION DETAILS
EXTENDING EXISTING PIPE CULVERT
WITH PIPE OF UNLIKE MATERIAL



*For band widths see Drg No 209

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Tualatin is an incorporated city of the State of Oregon and has a population of 1217 as given by the latest official census; and

WHEREAS, the following streets of said city,

S. W. 80th Avenue

RECEIVED
COUNTY & CITY SECTION
MAY 26 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ HE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Tualatin does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate David W. Bryan as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 4 day of April, 1972.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Tualatin at a regular or special meeting of said Council, held on the 4 day of April, 1972, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 17 day of April, 1972.

Yvonne L Addington
City Recorder

(cc-50, 1959 Rev.)

☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

May 4, 1972

Mrs. Yvonne L. Addington
City Recorder
City Hall
Tualatin, Oregon 97062

Dear Mrs. Addington:

Enclosed is a copy of a preliminary estimate for improving S.W. 80th Avenue. This estimate is based on a reconnaissance investigation and was prepared August 26, 1971. At that time the City was to install the storm sewer and acquire additional right-of-way to provide a 60-foot width.

I hope the above information will be satisfactory, and if we can be of any further assistance, please let us know.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Gary E. Zehner
for H. S. Cox
County and City Engineer

GEZ:ljt

Encl.

SCA

RECEIVED
COUNTY & CITY SECTION
APR 28 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

CITY OF TUALATIN

IN THE HEART OF THE BEAUTIFUL
TUALATIN VALLEY
OREGON
97062

April 26, 1972

Mr. H.S. Cox
County and City Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Cox:

The City of Tualatin will again apply for State Highway Funds to be spent upon streets on a part of the State Highway System within cities which are receiving excessive wear and through sudden increases in population in the area or heavy and unusual traffic on S.W. 80th Avenue, now a City Street.

Last year or the year before a member of your staff made a personal survey of S.W. 80th Avenue and made special reports concerning the access and cost of the improvement. Could you please supply us with a copy of this survey to allow us to apply at the earliest possible date. Any help you can give will be sincerely appreciated.

Very truly yours,

Yvonne L. Addington

Yvonne L. Addington,
City Administrator

YLA:em

ScA

March 15, 1972

Ms. Yvonne L. Addington
City Administrator
City Hall
Tualatin, Oregon

RE: Special City Allotment Program
ORS 366.805

Dear Ms. Addington:

In your letter of January 18, 1972, you advised that Tualatin had received jurisdiction over County Road No. 628 (SW 80th Avenue) as a city street, thus making it eligible for consideration as a Special City Allotment project.

If it is the City's intent to again apply for this project (or another), a new application should be filed; and we are enclosing two copies of the resolution form for this purpose. Please fill out the enclosed resolution, have the City Council adopt it, and return one signed copy to H. S. Cox, Engineer; County and City Section; c/o Oregon State Highway Division; Salem, Oregon 97310.

The application will then be investigated and presented to the Highway Commission for consideration in programming the allocation of the 1973 fund; however, the application must be received in this office on or before July 1, 1972, in order to be eligible for consideration in the 1973 program.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Gary C. Jeknow
for H. S. Cox
County and City Engineer

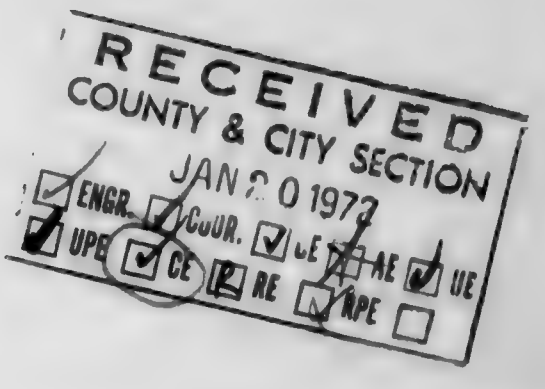
GZ:mm
Encl.

SCA

CITY OF TUALATIN

IN THE HEART OF THE BEAUTIFUL
TUALATIN VALLEY
OREGON
97062

January 18, 1972



Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Salem, Oregon 97310

Re: Surrender of Jurisdiction County Road No. 628

Gentlemen:

On January 12, 1971 the Washington County Board of Commissioners, after proper notice and public hearing and in accordance with the provisions of Chapter 373 O.R.S., resolved to relinquish jurisdiction of County Road No. 628 (S. W. 80th Avenue in the City of Tualatin).

In accordance with the provisions of the above cited O.R.S., the Tualatin City Council passed Resolution No. 71-1-25 on January 25, 1971, accepting the offer of the Board of Commissioners of Washington County and jurisdiction of County Road No. 628 to the City of Tualatin. It is my understanding Washington County has sent you copies of these resolutions. If not, please notify us immediately.

Your letter of December 8, 1971 indicates that on November 24, 1971, the State Highway Commission took under consideration the City's request for improvement of S. W. 80th Avenue as provided for by O.R.S. 366.805 and stated that this street was a county road, therefore, is not eligible for the improvement requested.

Would you please change your records to indicate that it is now a City street so that we may again apply for highway funds allocated to cities for the repair of streets which are not a part of the State Highway System within cities, and are receiving excessive wear through sudden increase in population in the area or heavy and unusual traffic.

Very truly yours,

Yvonne L. Addington

Yvonne L. Addington
City Administrator

YLA/le

cc: Prentiss

S.C.A. Investigation Data

City of Tualatin Date 8/26/71 Div. 1
Population: 1966 380 1971 1217
Street 80Th Ave from Hwy 99W to Hwy # 217

No. previous projects 2
Last project 1964 (year)
Total SCA funds $ 28,351
Funds/capita $ 32.14
Average/capita $

EXISTING

Surface now in place: A.C. ___ Oil X Gravel ___ Concrete ___
Surface width: 20 feet, Shoulder-shoulder width: ___ feet
C-C width: 44 feet, R/W width: ___ feet
Remarks:

PROPOSED

Surfacing: A.C. ___ Oil ___ Other ___
Pave. width: 24 feet, Shoulder width 10 feet, C-C width: 44 feet
BASE DESIGN: A.C. 3 inches, Leveling 2 inches, Base 15 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.141 mile, 745' feet. Type curb: "A" Type Curbs
Remarks:

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing Remove 2 oak Trees	all	all	L.S.	200
General excavation	c.y.	3100	2.00	6200
Finishing roadbed & slopes ($1,500)	mile	—		
Trench excavation	c.y.	—		
Watering	M-gal.	71	4.50	320
Level material (3/4-0)	c.y.	280	4.50	1260
Base material	c.y.	2300	4.25	9775
Asphalt	ton	625	10.50	6563
Binder	all	all	L.S.	630
Concrete inlets	each	—		
Culvert pipe	lin. ft.	—		
Concrete curbs	c.y.	81	45.00	3645

*Items include 10% allowance

Total	$ 29,093
Perm. signing ($100/intersection)	200
Flagging	300
Total	$ 29,593
Engineering & contingencies (20%)	5919
Total	$ 35512
City's estimated share of survey	590
TOTAL ESTIMATED COST	$ 36102

2000 × 10,512 / 35,512 = 590

Say $37,000

7908 Lafayette (7th Street Extension) 1973
Section in the City of Lafayette
(Grading and paving)

C+A 4633 - 1/22/73

SCA

OREGON STATE HIGHWAY DIVISION

FORM A-180 (REV. 1-73)

HIGHWAY DIVISION INVOICE

NO. 115461

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-16-74	CC 1443		336-1725-295 2483-75

CODE: LAFAYET

City of Lafayette
City Hall
Lafayette, OR 97127

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Special City Allotment project on 7th Street Extension			
Contract No. 7908			
Covered by agreement dated January 12, 1972 and letter agreement dated August 27, 1973.			
Advance Deposit by City			1,000.00
As per attached statement:			
Final Cost		28,483.75	
State's agreed share		25,000.00	
City's agreed share			3,483.75
BALANCE DUE FROM CITY			$2,483.75

Res Eng - Loren Weber
Survey: 336-1429

RECEIVED
COUNTY & CITY SECTION
SEP 16 1974
ENGR. COOR. OE RE UE
UPE CE RE RPE

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
CITY OF LAFAYETTE
CITY HALL
LAFAYETTE, OR 97127
Attention of Mrs. Blanche A. Williamson

Request No. (assigned by staff engineer or head of division) CC 1443

Date September 5, 1974

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Special City Allotment project on 7th Street Extension

Contract No. 7908

Covered by agreement dated January 12, 1972 and letter agreement dated August 27, 1973.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Advance deposit by City		1,000.00
		As per attached statement:		
		Final Cost	28,483.75	
		State's agreed share	25,000.00	
		City's agreed share		3,483.75
		BALANCE DUE FROM CITY		$2,483.75

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $1,000.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
336-1429-295 $ 318.18
336-1725-295 3,165.57

Submitted by: James O. Butler
James O. Butler, County/City Unit

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

Date September 5, 1974

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1973

Contract # 7908 Prefix 336-1725 Survey Prefix 336-1429

Street 7th Street Extension

City Lafayette

Payments to Contractor (see attached voucher)	$ 24,731.82
Engineering and Contingencies	3,433.75
* Survey: Total $ 2,830.99 — 2,830.99 x 3,165.57 / 28,165.57 Prorated Share	318.18
TOTAL	28,483.75
Agreed State Share	25,000.00
Agreed City Share	3,483.75
City Advance Deposit	1,000.00
BALANCE DUE FROM CITY	$2,483.75

Reference: Outside Billing cc 1443

*Construction cost over $25,000.00

$28,165.57
-25,000.00
$ 3,165.57

DH

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV 6-63)

COUNTY: YAMHILL | CONTRACT NO: 7908 | ESTIMATE NO: 2 | PREFIX NO'S:

HIGHWAY: CITY STREET | FEDERAL AID PROJECT NO.:

SECTION: LAFAYETTE (7TH ST EXTENSION)

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	N GENERAL EXCAVATION	PA 1	LUMP SUM	2931 5000	100 000	2931.50	2931.50	
002	SN 1IN - 0 AGGR BASE 9IN	THICK PA 1	SQ YDS	2.0000	4,199.740	8399.48	8480.00	80.52-
005	SN CL C AC 3 1/2 IN	THICK PA 1	SQ YDS	3.7100	3,042 990	11289.49	11274.69	14.80
004	SN 12-INCH CULVERT PIPE	PA 1	LIN FT	5.0000	301.000	1505.00	1505.00	
	PRICE AGREEMENT ITEMS							
30101	SN GENERAL EXC	BI1	LUMP SUM	243.3100	100 000	243.31		243.31
30201	SN INST 12IN CULV PIPE	BI 1	LUMP SUM	50 0000	100 000	50.00	50.00	
30301	SN EXC SOFT SPOTS		CU YD	2 0000	156 520	313.04		313.04
	TOTAL CONTRACT ITEMS					24731.82	24241.19	490.63
	-- % RETAINED ON CONTRACT ITEMS					--	1,212.06	1,212.06
	FORCE ACCOUNT							
	TOTAL PAYMENTS					24,731.82	23,029.13	1,702.69

DATE: 12 27 73 PG. 01 7908

PREVIOUS VOUCHER NO.: 6532

BY: CP/sg

Loren A. Weber

E7908

bc: E. S. Hunter
L. W. Rulien
V. E. Skoog
C. O. Fredrickson

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

April 1, 1974

Mrs. Blanche A. Williamson
City Recorder
P. O. Box 55
Lafayette, Oregon 97127

Re: 7th Street Extension
Lafayette SCA Project

NOTED
E. S. HUNTER

Dear Mrs. Williamson:

We wish to acknowledge receipt of the City's check #1204 in the amount of $1,000.00. This is the correct amount for partial payment of the City's share of the subject project per our previous agreement.

Very truly yours,

H. S. Cox
County and City Engineer

By
Gary E. Zehner
Gary E. Zehner
Cities Engineer

GEZ:ljt

RECEIVED
APR 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7908

January 9, 1974

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On December 26, 1973, we wrote to you concerning release of final payment on Contract No. 7908 awarded to Rowell & Wickersham for work in Lafayette on the 7th St. Extension in Yamhill County.

Final payment on this contract is $1,702.69 and the total contract amount is $24,731.82. No work was performed under force account.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

js

cc: Rowell & Wickersham
P. O. Box 472
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
C. O. Fredrickson

7908

December 20, 1973

TO Oregon Transportation Commission

FROM R. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7908, Work Completed August 8, 1973

Project Lafayette (7th St. Extension)

Highway City Street, County Yamhill

Type of Work Grading and Paving

Contractor Rowell & Wickersham

Recommended Acceptance Date December 20, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 30, 1974 for your formal concurrence.

VG:pr

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

SCA

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

November 6, 1973

City of Lafayette
Lafayette, Oregon 97127

ATTENTION: Mrs. Blanche A. Williamson

Dear Mrs. Williamson:

Subject: 7th Street Extension
Lafayette SCA Project

C. H. Steketee, Jr. of Westech Engineering, Inc. wrote our Resident Engineer, Loren Weber October 22 requesting the problems at two City valve boxes on the 7th Street extension project be corrected.

That project, as you know, has overrun the allowable $25,000. If we correct these valve box problems with State Forces, then the cost would have to be backbilled against the City of Lafayette who are obligated by agreement to bear all costs in excess of $25,000.

Possibly the City would prefer to make the correction with its own Forces. We will presume this is the City's choice unless we hear otherwise from you.

We are indeed sorry this project overran the allowable cost and that problems such as this must be left to City expense. We trust there are no more.

Yours very truly,

Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

GWW/elk
cc: Westech Engineering, Inc.
ATTENTION: C. H. Steketee

C. T. Keasey
H. S. Cox
Loren Weber

7908

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **August 30, 1973**

TO Oregon ~~State Highway~~ **Transportation** Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Additional Authorization**
Lafayette (7th Street Extension)
Contract No. 7908

An overrun of the revised authorization for this project is apparent. A $3,400 increase was approved at your July 10 meeting, covering an extension of the project on the easterly end at the City's request after favorable bids were received. This increased the project authorization to $23,926.87. The present estimated cost of the project is $27,585.42, indicating an overrun of $3,658.55 or 15.3 percent. Rowell and Wickersham of McMinnville is the contractor and the project was just completed recently.

The major reason for this second overrun is unforeseen work which was required at the westerly end of the project where it started near an intersection with another street. The new work was carried back into the intersection a little farther than the plans and plan quantities had anticipated to properly tie in to the existing street. This required additional square yard quantities of aggregate base and asphaltic concrete. Some soft areas in the subgrade elsewhere were also encountered, requiring removal of unsuitable material by an added price agreement and replacement with aggregate base which aggravated the overrun on that item.

I recommend that the project authorization be increased by an additional $3,658.55 to a new total authorization of $27,585.42. This is a State project.

This matter will be on the agenda for your consideration at the September 19 meeting.

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher
Gary Sund
Bob Whipps

JAB:fw dpy

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1973

SUBJECT: Request for Overrun
Lafayette (7th Street Extension)
Contract No. 7908

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

We find it necessary to request another increase in this project authorization as a 15.3 percent overrun has occurred. A $3,400 increase was requested before the project started and was approved by the Highway Commission at their July 10 meeting. This covered an extension of the project on the easterly end at the City's request and after favorable bids were received.

It now develops that unforeseen work was required at the westerly or beginning of the project where it started near an intersection with another street. The new work was carried back into the intersection a little further than the plans and plan quantity had anticipated in order to properly tie in to the existing street. This required additional square yard quantities of aggregate base and A.C. Some soft areas in the subgrade elsewhere were also encountered requiring removal of unsuitable material under extra Price Agreement No. 3 and replacement with aggregate base which aggravated the overrun on that item.

These small projects simply cannot carry enough contingency funding to accomplish much of that type of work. The project was completed August 8. A rough draft letter to the Commission requesting an increase of $3,658.55 to a new total authorization of $27,585.42 is attached.

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
AUG 24 1973
Office of
Assistant State Highway Engineer

5

#7908

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

August 27, 1973

Mrs. Blanche A. Williamson
City Recorder
P.O. Box 55
Lafayette, Oregon 97127

Dear Mrs. Williamson:

The cost of constructing the 1973 Special City Allotment project on 7th Street Extension has exceeded the $25,000 SCA grant. The present estimate is $27,600, of which the City's share is $2,600; however, actual costs, which will be available in early 1974 will control the City's share.

Since the City's budget will not allow such a sizeable withdrawal at this time, we will accept payment of the City's share in two installments. The first payment in the amount of $1,000 will be due upon request in early 1974. The second payment will cover the remaining City share and will be due on September 1, 1974.

Checks should be made payable to the Oregon State Highway Division and should be mailed to the County and City Section.

If the City concurs in this matter, would you and the Mayor please sign two copies of this letter in the space provided and return them to the County and City Section.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

GRZ:lat

APPROVED
CITY OF Lafayette
BY MAYOR Edwina Metzen
BY RECORDER Blanche A. Williamson
DATE Sept. 17, 1973

NOTED
R. L. SCHROEDER

7908

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lafayette - 7th Street Extension		WEEK ENDING: August 18, 1973
		SECTION PREFIX: 336-1725
HIGHWAY: City Street		COUNTY: Yamhill
NAME OF JOB: Lafayette - 7th Street Extension	KIND OF WORK: Grading and Paving	
CONTRACTOR: Rowell & Wickersham	CONTRACT NUMBER: 7908	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 6/1/73	DATE WORK STARTED: 7/18/73	ESTIMATED COMPLETION DATE: 8/8/73
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 60	CALENDAR DAYS USED: 52
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 87
PROJECT AUTHORIZATION: $ 23,926.87	ENGINEERING AUTHORIZATION: $ 2,089.18	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 21,837.69	ENGINEERING COST TO DATE: $ 2,753.60	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 24,731.82	PERCENT OF AUTHORIZATION: 32 %	DATE PROJECT WAS COMPLETED: 8/8/73
ESTIMATED PERCENT: OVERRUN 15.3%		

Request for Increase in Project Authorization has been submitted.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.15	0.15			0.15
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.15	0.15			0.15
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2125 yds.	2600 sq. yds.			2290 sq. yds.
TOTAL QUANTITIES CORRECTED TO DATE	2285 yds.	4200 sq. yds.			3043 sq. yds.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2285 yds.	4200 sq. yds.			3043 sq. yds.
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Done	Done			Done
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Contract completed last week.
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12	
MONDAY 13	No work on the semi-final estimates as we were working on the monthly pay estimates.
TUESDAY 14	One man in the office on the Semi-Final computations.
WEDNESDAY 15	Same as yesterday.
THURSDAY 16	Estimate virtually completed. Will be sent to Region tommorrow.
FRIDAY 17	Semi-Final sent to Region office.
SATURDAY 18	

REMARKS

SIGNED Leon Allebe LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7908

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Form E-373 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Lafayette - 7th Street Extension Date August 15, 1973

Highway City Street Contract No. 7908

County Yamhill Kind of Work Grading and Paving Contractor Rowell & Wickersham

	Original Authorization	Authorized #2	Estimated	
Contract Amount	$ 17,027.40	$ 20,797.31	$ 24,125.47	+ $ 3,328.16
Anticipated Items	100.00	100	0	- 100.00
Contingency (4½%)	806.73	940.38	606.35	- 334.03
Engineering	1,792.74	2,089.18	2,853.60	+ 764.42
Credits		—	--	
PROJECT COST	20,526.87	$ 23,926.87	$ 27,585.42	
		NET INCREASE $	3,658.55	15.3%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
C - B. I. #2 - Aggregate Base	8,399.48	+ 2,679.48
C - B. I. #3 - Class "C" A/C	11,289.49	+ 1,086.99
A - E.W.O. 31 - Flagging	0.00	- 100.00
A - P.A. #1 - Project Extension (Shown Above)	---	---
U - P. A. #2 - Culvert Installation 7+60	50.00	+ 50.00
U - P. A. #3 - Soft Area Removal	313.04	+ 313.04

APPROVED BY
~~STATE HIGHWAY COMMISSION~~
DATE 9-19-73

Principal reasons for overruns (Continue on reverse side): Over-run of Bid Item #2 caused by need to extend grading due to deficient depth of existing surfacing at tie in points and backfilling of excavated areas. Bid Item #3 mainly caused by grading and surfacing extensions shown above.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by _____ Resident Engineer

Noted by _____ Construction ~~Engineer~~ Engineer

Confirmed by _____ Division Engineer

Noted by _____ ~~Assst~~ Deputy or State Highway Engineer

~~SP*23760-736~~

OREGON STATE HIGHWAY DIVISION

PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

5ca

Project Name Seventh Street Extension Contract No. 7908

Highway Lafayette City Street Prefix No. 336-1725

County Yamhill F.A. No. State

Final inspection made on 8-9-73 By Gerald Wimer

in company with Bryant Jacksomd, Loren Weber, Ivan Wickersham and Chuck Province, City Official

CHECK LIST

Date		Date	
8-8-73	Construction signs removed	8-8-73	Opened to traffic
was none	Salem Office notified to rescind construction speed zone	With semi-final	Regional Materials Certification submitted
8-8-73	Contractor removed equipment from project		
8-8-73	Roadside cleanup completed		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Good Looking project. City letter of acceptance to follow.

RECEIVED
COUNTY & CITY SECTION
AUG 13 1973
ENGR. COOR. CE AE UE
UPE CE RE RPE

All contract work on this project has been completed and recommendation is made for acceptance on 8-8-73. The semi-final estimate will be submitted about 8-20-73.

cc: Const. Engineer - C. T. Keasey
Bridge Engineer - W. Hart
Maint. Engineer - D. H. Moehring
Co.-City Eng. - H. S. Cox
Reg. Engineer - C. O. Fredrickson
Res. Engineer - Loren Weber
Dist.Engineer - Floyd Lacey

Copies sent to all named

Reg. Const. Engr.
(Signed) (Title)

5

7908

CITY of LAFAYETTE

PHONE 864-2451

231 JEFFERSON ST. — P. O. BOX 55 — LAFAYETTE, OREGON 97127

Prefix 336-1725
contract 7908

August 9, 1973

Loren Weber
P.O. Box 30
Salem, Oregon 97310

Dear Sir:

This is to notify you that the City of Lafayette has inspected and approved the paving done on 7th St. extension by Contractors Rowell & Wickersham.

We appreciate your fine cooperation on this project.

Very Truly Yours

Public Works Supt. C. C. Provines

City Recorder Blanche A. Williamson

cc: Programming
Construction
County + City
Secretary

NOTED
C. W. HEAD

7908

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 29, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Additional Authorization**
Lafayette (7th Street Extension)
Contract No. 7908

An overrun of the project authorization on the subject project is expected. This is a Special City Allotment project covering improvement of a 600-foot section of a city street. The original project authorization was $20,526.87, and the present estimated cost of the project is $23,926.87, indicating an overrun of $3,400 or 16.6 percent. Rowell and Wickersham of McMinnville is the contractor.

After the project was contracted, the City requested that the project be extended to utilize State funding up closer to the $25,000 State limit. The contractor was agreeable to an extension at bid prices and a price agreement in the amount of $2,969.61 has been initiated. This amount will cover about a 100-foot extension of the improvement on the easterly end and it, along with contingency and engineering percentage allowances, will cause an estimated $3,400 overrun.

I recommend that the project authorization be increased by $3,400 to a new total of $23,926.87, and your approval is requested. This is a State project.

This matter will be on the agenda for your consideration at the July 10 meeting.

cc: C. W. Head
G. M. Baldwin
H. S. Coulter
A. E. Johnson
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
Loren Weber
V. L. Gallagher
Gary Sund

JAB:fw dpy

FORM E-30 (REV. 10-69)

NOTE
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1973

SUBJECT: Lafayette (7th St. Extension)
Contract No. 7908
Request for Additional Authorization

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

This is a Special City Allotment project covering improvement of a 600-foot section of city street. Based on the low bid received (which was only $345 below the engineer's estimate), the project as contracted has an authorization of $20,526.87. The City subsequently requested that the project be extended to utilize funding up to the $25,000 State limit. The contractor was agreeable to this at bid prices and a price agreement in the amount of $2,969.91 has been initiated. This amount will cover about a 100-foot extension of the improvement on the easterly end, and it, along with contingency and engineering percentage allowances, will cause an an estimated $3,400 overrun of the existing authorization or 16.6 percent.

The rough draft letter to the Highway Commission requesting an increase in the authorization accordingly to a new total of $23,926.87 is attached.

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
JUN 27 1973
Office of
Assistant State Highway Engineer

7908

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Form E-378 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Lafayette - 7th Street Extension Date June 21, 1973

Highway City Street Contract No. 7908

County Yamhill Kind of Work Grading & Paving Contractor Rowell & Wickersham

	Authorized	Estimated	
Contract Amount	17,827.40	20,797.31	+ 2,969.91
Anticipated Items	100	100	—
Contingency (4½%)	806.73	940.38	+ 133.65
Engineering	1,792.74	2,089.18	+ 296.44
Credits	—	—	—
PROJECT COST	20,526.87	23,926.87	
	NET INCREASE $	3,400.00	16.6%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change	
C - B.I. #1 - Gen. Exc.	3,174.81	+ 243.31)	
C - B.I. #2 - Agg. Base	5,720.00	+ 520.00)	
C - B.I. #3 - Class "G" A/C	10,202.50	+ 1706.60)	2,969.91
C - B.I. #4 - 12" Culv. Pipe	1,700.00	+ 500.00)	
Contingincies	940.38		

APPROVED BY STATE HIGHWAY COMMISSION
DATE 7-10-73

Principal reasons for overruns (Continue on reverse side): City requested project extension to utilize more of the originally allocated funds which amounted to $ 25,000.00

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by _____ Resident Engineer

Noted by _____ Construction or Bridge Engineer

Confirmed by _____ Division Engineer

Noted by _____ Deputy or State Highway Engineer

SP-25709-734

7908

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

Mrs. Blanche A. Williamson
City Recorder
P.O. Box 55
Lafayette, Oregon 97127

June 19, 1973

7908

RE: 1973 SCA Project
7th Street Extension

Dear Mrs. Williamson:

Your request to extend the subject project to the $25,000 limit has been reviewed with Administration and has their approval. A copy of this letter to the respective sections of the Highway Division will inform them of the City's wish so they can proceed in accord therewith.

Very truly yours,

H. S. Cox
County and City Engineer

By Gary E. Zehner

Gary E. Zehner
Cities Engineer

GEZ:lat

bc: R. L. Schroeder, w/attach.
E. S. Hunter, " "
H. S. Coulter, " "
L. H. Young, " "
C. T. Keasey, " "
C. O. Fredrickson," "

RECEIVED
JUN 20 1973
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

CITY of LAFAYETTE

PHONE 864-2451

231 JEFFERSON ST. — P. O. BOX 55 — LAFAYETTE, OREGON 97127

June 13, 1973

H.S. Cox, County and City Engineer
State Of Oregon
Salem, Oregon 97310

Dear Sir:

The City of Lafayette would like to have the 7th Street Exstension project exstended to use the balance of the $25,000.00 allocated but not to exceed the $ 25,000.00.

Sincerely,
Blanche A. Williamson
City Recorder

RECEIVED
COUNTY & CITY SECTION
JUN 19 1973
☑ ENGR. ☐ ☐ UE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Approved 6/19/73
Asst. State Hwy. Engr.

cc: R.L. Schroeder
E.S. Hunter
H.S. Coulter
L.H. Young
C.T. Keasey
C.O. Fredrickson

7908

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 18, 1973

Dowell & Richardson
P. O. Box 472
McMinnville, Oregon 97128

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7908 for work on the 7th Street Extension in the City of Lafayette in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Kassey
Walt Hart
L. H. Young
Attn: Vince Gallagher
C. O. Fredrickson
Loren Weber

7908

June 1,1973

Sewell and Halvorsen
P. O. Box 472
Hubbardville, Oregon 97128

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7908 in the amount of $17,627.40 for work on the 7th Street Extension in the city of Lafayette in Yamhill County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. H. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

fhs:vl

cc C. T. Keaney
L. H. Young Att: Vince Gallagher
Walt Hart
C. O. Fredrickson
Loren Huber

5

7908

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 24, 1973

Mrs. Blanche A. Williamson
City Recorder
P. O. Box 55
Lafayette, Oregon 97127

Dear Mrs. Williamson:

On May 24, 1973 the State Highway Commission opened bids on the 1973 Special City Allotment project on Seventh Street Extension. The apparent low bid was submitted by Rowell and Wickersham of McMinnville.

The anticipated cost is as follows:

Contractor's bid	$17,827.40
Anticipated additional items:	
Flagging (State share)	100.00
	$17,927.40
Engineering & Contingencies (14½%)	2,599.47
TOTAL	$20,526.87

It is anticipated that the contract will be awarded in a few days based on Highway Division approval.

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary E. Zehner

Gary E. Zehner
Cities Engineer

GEZ:ljt

bc: R. L. Schroeder
L. H. Young
C. T. Keasey
C. O. Fredrickson, Reg. 2

NOTED
R. L. SCHROEDER

RECEIVED
MAY 25 1973
Office of
Assistant State Highway Engineer

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

PROJECT NUMBER
7 SCA #17

LOCATION
YAMHILL COUNTY
Lafayette (7th St. Extension) Section
City of Lafayette

18,172.00

OWNER
OREGON STATE HIGHWAY DEPARTMENT

DATE OF BID OPENING
MAY 24, 1973

BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $

Rowell & Wick (3) LOW BIDDERS

Howell & Wickersham	C.C. Hiselle	Cascade Const
Mc	Mc.	Port.
NO.	NO.	NO.

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	General Excavation	1	3,931.50	7,000	14,200
2,600	S.Y.	1" - 0 Aggregate Base, 9-inches Thick	2 5,200 2	4.50	3.22
2,290	S.Y.	Cl. "C" Asph. Conc., 3 1/2-inches Thick	3 8,495.90 3.71	2.50	3.30
240	L.F.	12-inch Culvert Pipe	4 1,200 5	6	13.35
				17,827.-	25,865	33,333

LAFAYETTE (7TH ST. EXTENSION) SECTION

CITY STREET

YAMHILL COUNTY

State Project
0.10 Mile Grading and Paving

Bids Received May 24, 1973

1.	General Excavation	All Specified		$ 6,400.00
2.	1" - 0 Aggregate Base, 9-inches Thick	2,600 sq.yds.	1.80	4,680.00
3.	Class "C" Asphalt Concrete, 3-1/2-inches Thick	2,290 sq.yds.	2.40	5,496.00
4.	12-inch Culvert Pipe	240 lin.ft.	6.65	1,596.00
		For Comparison of Bids		$18,172.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$18,172.00	17,827.40
Anticipated Additional Items:		
Flagging (State Share)	100.00	100
	$18,272.00	17,927.40
Contingencies (4-1/2%)	822.24	806.73
Engineering (10%)	1,827.20	1792.74
Estimated Net Authorization, Construction	$20,921.44	20,526.87

564-3451

7908

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 21, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
May 24 Bid Letting

To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project not previously reported to the commission:

1. Halsey Intchge-Lane County Line Section
Pacific Hwy, Linn County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Terwilliger Boulevard Intchge.
Pacific Hwy., Multnomah County
Roadside Improvement Project

Same as No. 1.

3. Auburn Ave.-Estes Ave. (Baker) Section
Baker-Unity Hwy., Baker County
Grade and Pave

Footpaths and Bike trails will not be established under these projects as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and Bike Trails are not required to be established...where...other available ways or other factors indicate an absence of any need for such paths and trails." There are existing sidewalks along this project.

4. E. Main St.-Homedale Road (Klamath Falls) Section
Klamath Falls-Lakeview Hwy., Klamath County
Signal Project.

Same as No. 1.

5. Tualatin (80th Ave.) Section
Washington County
Grade and Pave Project

Sidewalks are proposed by the City and will be constructed on each side of 80th Avenue at a future date when financing is available. The project calls for construction of a berm behind the curbs to accommodate the future sidewalks.

6. Lafayette (7th Street Extension) Section
Yamhill County
Grade and Pave Project

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Due to the anticipated lack of use and the short length of this project, the construction of footpaths and bike trails would not be practical.

7. Clatskanie (Nehalem Street) Section
Columbia County
Grade and Pave Project

Same as No. 5.

8. Lowell (Cannon & Hyland Streets) Section
Lane County
Grade and Pave Project

Same as No. 9.

9. Cave Juntion (Junction Ave.) Section
Josephine County
Paving Project

Same as No. 5.

10. Gold Hill (5th Ave.) Section
Jackson County
Paving Project and Grading

Same as No. 9.

11. Richland (3rd Street) Section
Baker County
Grade and Pave Project

Same as No. 9.

12. Odell Lake Section, Willamette and The Dalles-California Hwys., Klamath Co.
Rock Production Project

Same as No. 1.

13. Santiam Section, North & South Santiam and McKenzie Hwys., Linn County
Rock Production Project

Same as No. 1.

14. Charleston (Slough) Bridge and Eastside (Isthmus Slough) Bridge of Cape Arago and Coos Hwys., Coos County
Painting Project

Same as No. 1.

15. River Road at Irvington Drive Section
Junction City-Eugene Hwy., Lane County
Signal Project

Same as No. 1.

These matters will be on the agenda for the May 29 meeting and your approval is recommended.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
Gary Sund

JDM:jp dpy

5CA

MARCH 26, 1973

TO THE CITY OF LAFAYETTE :

I JOHN MYZAK BEING THE OWNER OF THE PROPERTY OUTSIDE THE RIGHT- OF- WAY ON THE 7 th. STREET EXTENSION PROJECT AS DESRIBED IN THE LETTER WRITTEN TO THE CITY MARCH 15, 1973 BY COUNTY & CITY ENGINEER ST.HIGHWAY DIVISION, HEREBY GRANT PERMISSION FOR THE CONTRACTOR TO USE THE LAND OFF OF THE RIGHT- OF- WAY FOR WORK TO PROVIDE AN ADEQUATE APPROACH TO THE PROPERTY.

JOHN MYZAK John Myzak

City of Lafayette
P. O. BOX 55
LAFAYETTE, OREGON 97127

RECEIVED
COUNTY & CITY SECTION
MAR 29 1973
ENGR. ST. MTN. UE
UPE CE RE RPE

cc: C.O. Fredrickson
Lyle Watson

March 15, 1973

Mrs. Blanche A. Williamson
City Recorder
P. O. Box 55
Lafayette, Oregon 97127

Dear Mrs. Williamson:

Plans for the 1973 Special City Allotment project on Seventh Street Extension have recently been sent to you. If you will notice on Sheet No. 2 at approximate Station 12+00 on the left is an area outside the right-of-way indicated by a dashed line.

It will be necessary for the contractor to perform construction work within this area to provide an adequate approach to the property.

In order for this to be accomplished, the City should obtain from the property owner a letter granting permission to perform the necessary work on his property.

When the City has received the letter of permission please forward a copy to this office for our files.

Your earliest consideration of this matter would be appreciated.

Very truly yours,

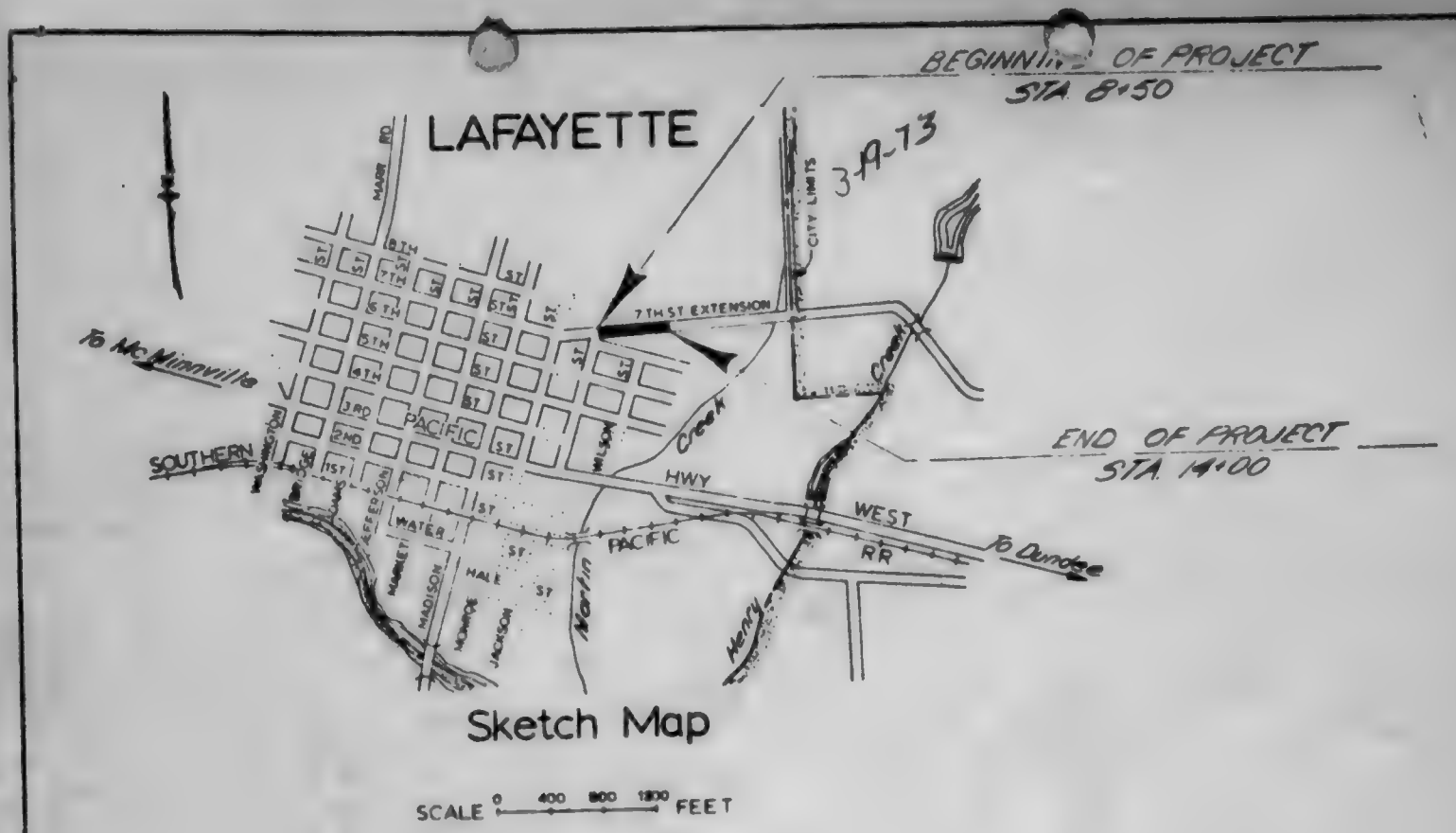
George N. Baldwin
Administrator of Highways

By Gary for
M. S. Cox
County and City Engineer

GNB:ljt

cc: C. O. Fredrickson

ENGR. ✓ ASST. ✓ OF ✗ AE ✓
✓ ✓ R ✗ NE



Sketch Map

SCALE 0 400 800 1200 FEET

S U M M A R Y

I T E M	UNIT	NET QUANT.	ALLOW.	TOTAL

PRELIMIN
SUBJECT

Asph Conc
Class 'B'

Aggregate Base
Non Comp. Thkn-6"

ASPHALT CO

PRIVATE APPR

SCA

Length - 0.10 Mile

PRELIMINARY COPY
MAR - 7 1973
SUBJECT TO CHANGE
FINAL DESIGN UNIT

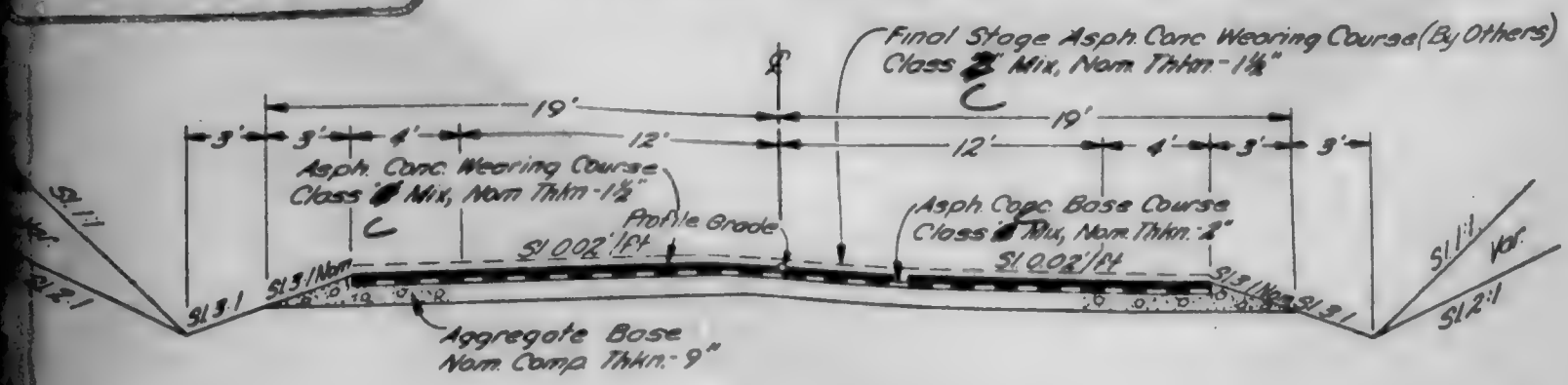
INDEX OF SHEETS	
SHEET NO	DESCRIPTION
1	Sketch Map, Summary, Typical Section
2	Plan & Profile

OREGON STATE HIGHWAY DIVISION
GRADING & PAVING
LAFAYETTE (7TH ST. EXTENSION) SEC.
CITY STREET
YAMHILL COUNTY

SHEET No. 1

FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	TOTAL SHEETS
10	OREGON	STATE		2

TYPICAL SECTION



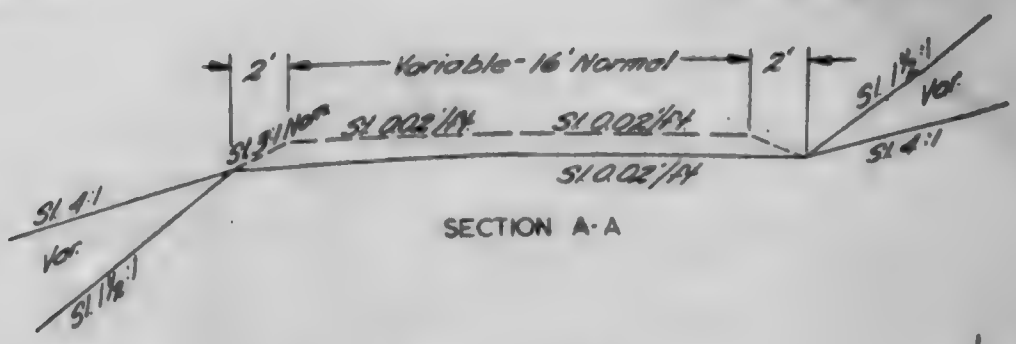
STA. 7+60 To STA. 8+50 (Taper Section)
8+50 To 14+00
14+00 To 15+00 (Taper Section)

APPROVED
CITY OF Lafayette
BY MAYOR Robert E. Vaught
BY RECORDER Blanche A. Williamson
DATE 3/19/73

REGISTERED PROFESSIONAL ENGINEER — OREGON — MAY 6, 1970 — FRED B. KLABOE

REGISTERED PROFESSIONAL ENGINEER — OREGON — JULY 7, 1967 — A. E. JOHNSON

RECEIVED
COUNTY & CITY SECTION
MAR 7 1973
☑ ENGR. ☐ MAJOR. ☑ SE ☐ LE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

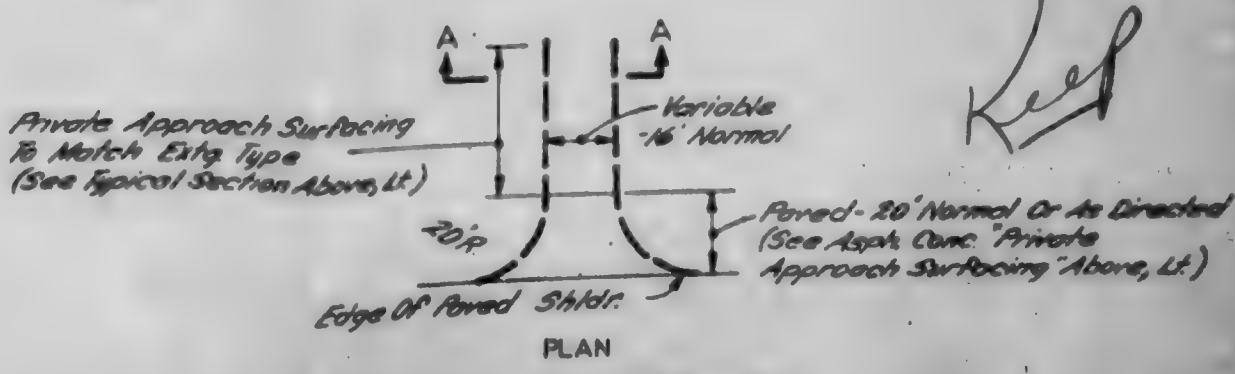


SECTION A-A

ing Course
Thkn. - 2"
Aggregate Base
Nom. Comp. Thkn. - 9"

GRAVEL

H SURFACING



PLAN

ROAD APPROACH

Keep

7908

MEMO TO THE FILES

February 14, 1973

Re: Footpaths and Bike Trails
SCA Projects
Gold Hill, Lafayette, Lowell, Mt. Vernon,
Prairie City, and Richland.

Footpaths and bike trails will not be established under these projects as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

Due to the anticipated lack of use and the short length of these projects, the construction of footpaths and bike trails would not be practical.

Gary E. Zehner

Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
W. H. Tebeau
Victor Wolfe
L. H. Young

RECEIVED
FEB 15 1973
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

OREGON STATE HIGHWAY DEPARTMENT

REC'D. 2-14-73

Report of Survey
7th Street - Lafayette
Yamhill County

The purpose of this survey was to provide plans, specifications, and an estimate of cost to grade, surface, and pave a short portion of 7th Street from its intersection with Monroe Street - easterly for approxamately 600 feet where the allowable funds run-out.

The Survey Control was obtained from property corners located on the southerly side of 7th Street. This street is shown as being 60 feet in width on the plat maps in McMinnville and in the application for assistance as was submitted by the City of Lafayette.

I have obtained a print of a portion of the city layout to verify the jog at the intersection of 7th and Monroe Streets, as we showed in the drawing. Apparently when these were first laid out, 7th was intended to be square with the remainder of the streets but sometime later it was decided to angle it. This possibly might have been done to meet the County Road which it now joins about 1800 feet to the East. This fits the property corner we have shown left of approximate Station 7 + 85.

The chain link fence shown in the Southwest Quadrant is acknowledged to be incorrect by the owner.

The City should get permission from the owners to enter on their properties for the purpose of re-constructing the road approaches. Special reference is given to the one left of Sta. 112 + 00.

Essentially the Grade of existing street was followed with a slight correction to eliminate a small sag and a small hump. Therefore the work will consist entirely of excavation of the existing roadway and wasting the material. There is a waste area located at the easterly side of town alongside the Pacific Highway. This belongs to Mrs. Williamson, the City Recorder and was Provided in the application for funding of the project.

The surfacing design has been prepared by the Soils Section using a 9 inch depth of 1"-0 Aggregate Base topped by the 3½ inches of Class B A/C pavement with a future layer of 1½ inches of A/C - - the application provided for two 12 foot travel lanes with two 4 foot rock shoulders with 3:1 surfacing slopes. This has been used to arrive at a Subgrade width of 19 feet each side and a 1 foot ditch for drainage.

The general terrain has a slope to the South such that primarily the ditch on the left side will carry the drainage. I have provided a similar ditch on the right which replaces the one now in existence such that the surface drainage from the roadway won't run out on the yards below.

The main cross drain in existence is located about 1200 feet to the East where a creek is located.

I have investigated the possibility of installing a perforated drain along the left shoulder but abandoned the plan because the slope from the North is not steep so the surface ditch should handle the water. The cost of such a perf. installation would have been about $4000 which would have reduced the length of roadway we could have built by about 20%.

OREGON STATE
HIGHWAY DEPARTMENT

P. G. E. has a power line which runs well inside the Right of Way on the left side and the City has a 4 inch steel water line running beneath the present ditch line for the entire length of the project. This water line also has several crossings.

The main will have to be re-adjusted by the City either prior to construction which would be quite expensive as the new line would be in a sizeable cut or, during or after the road construction when they could place it below the ditch line. The latter approach seems feasable especially if they were to install the new crossings beneath our Subgrade to eliminate having to cut across the new surfacing when the roadway has been completed. The depth of the present main is from 3 to 4 feet I'm told.

There are several private road approaches to be constructed mainly on the right side. These by the application,are to be gravel surfaced.

There is a street called Jackson coming in from the right which should be paved and one private approach from the left which due to the projection of the new grading back into the hillside has a relatively steep grade, approxamately 12% for about 40 feet which is as far as we may run the new approach due to the presence of a parking area. I have anticipated paving this approach also to prevent raveling of the road and to provide a surface that won't washboard.

There is a sewer manhole located on Jackson Street which appears tp be in such a posistion & elevation that we can work around it without having to make any adjustments in the sewer facility. The line crossing 7th St. serves only one house and, I'm told, is deep enough that it won't interfere with our work.

Our approach culvert across Jackson St. will have to be adjusted slightly to get by the structure but this should pose no problems. The sewer line to the west will be out of our work area.

The bid items appear to be straight forward and should need no comments other than those already made. I have anticipated that due to the small quantities of surfacing aggregates needed, commercial sources should be adequate as there is not enough to pay to bring in plants to produce these materials.

Loren A. Weber
Resident Engineer

2-14-73
cc: J.E. CHIDSEY

336
~~333~~-1429

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

Feb. 8, 1973

SUBJECT: Water & Power relocation
7th. Street
City of Lafayette
Yamhill County

To: Mrs. Blanche Williamson
City REcorder
P.O.Box 55
Lafayette, Oregon 97127

Dear Mrs. Williamson

Confirming my telephone conversation with Mr. Wayne Blackburn, the City Public Works Superntendent, the city of Lafayette has decided to relocate the water main from its present posittion which would be under the new pavement to a point beneath the new ditch line which will be constructed under the contract.

To reduce the amount of work necessary to accomplish the above, we shall place a clause in our contract which will require the contractor to complete the rough grading at least on the northerly side of the street after which you would be given a brief period (say 2 weeks) to come in and reconstrut your water main and crossings when applicable after which the Contractor would return and complete the project.

Also, I have been over the project with Mr. L.V. Morse of P.G.E. with regard to the moving of there line and have been assured that they will do so virtrially on command, the only requirment being that we set the right of way stakes for them prior to the work.

Very truly Yours

Loren A. Weber
Resident Engineer

C.C. Regional Engineer

2-14-73 - J.E. CHIDSEY

GPO 932478-734

SECTION 7th St. Extension

HIGHWAY Lafayette

ESTIMATE OF COST / /

SHEET 1 OF 1

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
1	Temp. prot. & dir. traffic	All	100%	——	100%	$ 500.00	$ 500.00
2	Clearing & Grubbing	All	100%	——	100%	500.00	500.00
3	General Exc. unclassified	c.y.d.	2125	225	2350	2.50	5875.00
4	Trench Exc.	c.yd.	11	2	13	5.50	71.50
5	Finishing roadbed & slopes	mile	0.12	——	0.12	1600.00	192.00
6	Watering	m Gal.	25	5	30	5.00	150.00
7	Agg. Base 1" - 0"	c. yds.	994	106	1100	5.25	5775.00
8	RC - 250 Asphalt in Binder	ton	228	.22	2.50	100.00	250.00
9	Agg. in Binder	c. yd.	18	2	20	10.00	200.00
10	Class B Asphaltic Concrete	ton	341	39	380	12.00	4560.00
11	Emulsified Asphalt in Tack	ton	0.31	0.04	0.35	150.00	53.00
12	Culvert Pipe (12")	lin. ft.	162	18	180	6.00	1080.00
13	Extra for A/C Approaches	each	2	——	2	75.00	150.00
	Total — Cent Bid Items						19356.50
	Flagging						100.00
	Permanent Signing						100.00
	20% Eng. & Contingincies						3911.30
	Total - - -						23,467.80

7908

2-12-73

PREFIX NO. 336-1429

LOCATION PROSPECTUS
LAFAYETTE (7th STREET EXTENSION) SECTION
CITY STREET
YAMHILL COUNTY

STREET:	7th Street--a city street. Not on Federal-aid or State system.
TERMINI:	The westerly end of the project is the match point of the existing surfacing on Monroe Street. The easterly end is approximately 630 feet easterly along the 7th Street extension.
LENGTH:	0.12 mile.
PROGRAM:	Special City Allotment Funds (1973).
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. Soils investigations have been conducted. Drainage problems are not anticipated. An economic analysis is not needed at this time. A bicycle path will be considered.
TYPICAL SECTION:	Two 12-foot travel lanes and 4-foot shoulders.
BASE DESIGN:	3.5 inches AC 9 inches 1"-0 Aggregate Base
MATERIAL:	Commercial source.
ADD'L FACILITIES:	None affected.
AGREEMENTS:	Routine Special City Allotment project.

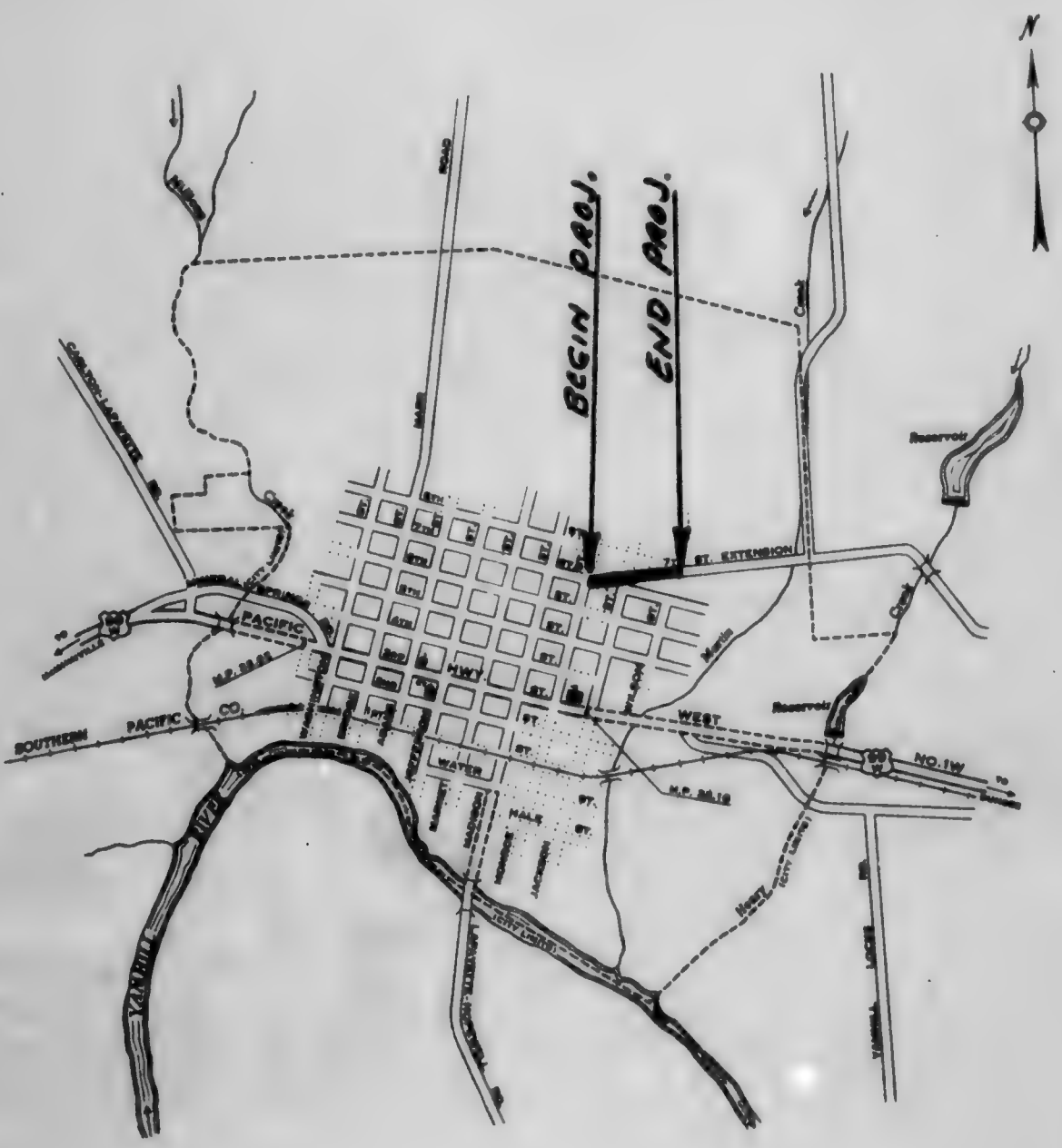
A. E. JOHNSON

Attach
February 12, 1973

cc: C.O. Fredrickson (4)
E.S. Hunter
J.B. Boyd (3)
F.L. Hall
C.T. Keasey
V.D. Wolfe
J.M. Cartwright (2)
H.S. Cox (2)
W.N. Hackleman
V.J. Johnson
R.E. Olson
J.A. Rowland
C.G. Swenson
F.E. Terpin
F.W. Yarbrough (2)
F.B. Klaboe
R.L. Schroeder
L.E. George
W.J. Hart (3)
D.H. Moehring
L.H. Young
R.N. Chase
B.L. Gifford
R.D. Hector
A.D. Olson
R.W. Prentiss
R.E. Royer
W.H. Tebeau
W.H. Tebeau

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
FEB 14 '73
REFER TO
Johnson
FOR
Info | Invest | R/D | D/R | Sign | Act | File
4



SIGNED ROUTES

INTERSTATE 5

U.S. 30

ORE. 22

LEGEND

Post Office

School

R. R. Depot

Public Bldg.
cv – City Hall
cr – Court House
a – Armory
l – Library

Street open for travel.

Street dedicated but not open.

City Limits.

LAFAYETTE

YAMHILL COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 883

Scale in Feet

0 400 800

January 1, 1961

7908

January 22, 1973

City of Lafayette
City Hall
Lafayette, Oregon 97127

Attention: Mrs. Blanche Williamson
City Recorder

MISC. CONTRACTS AND AGREEMENTS No. 37633

Gentlemen:

Attached for your records is a fully executed copy of an agreement with the City of Lafayette covering improvement to the 7th Street Extension.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.
cc H. S. Cox
(agree. att.)

7908 1-17-73

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: 7th Street Extension
Highway: City of Lafayette
County: Yamhill
Prefix:

Res. Engr.
Approx. Length 0.12± mile
Sta. to Sta.
Date January 17, 1973

Mean Truck A.D.T. 26
Traffic Coefficient 5.9
18 kip s. a. per day 3.4
(1)

Annual Precipitation 39.0"± (McMinnville)
Frost Penetration - - - -
CBE Total Requirement 19.0"

Typical Soil

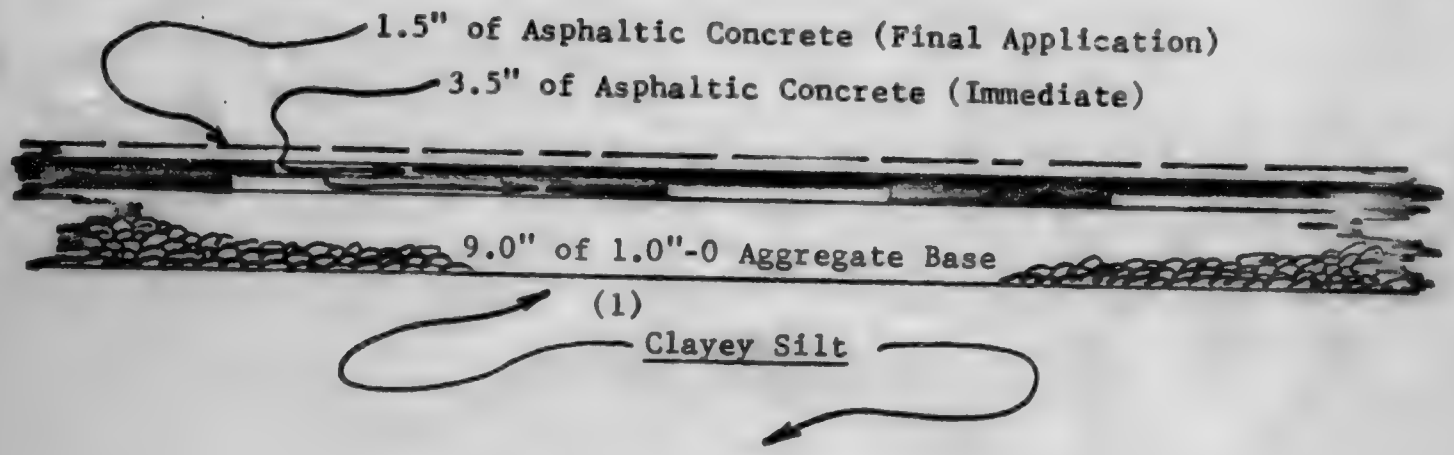
28	LL
5	PI
100	%P 10
88	%P 200
0	% Gravel
5	% C Sand
6	% F Sand
66	% Silt
23	% Clay
10	R Value
A-4	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
3.0"	1.5"	A.C. (F.A.)
7.0"	3.5"	A.C. (I.)
9.0"	9.0"	1.0"-0 A.B.
19.0"	14.0"	

STRUCTURAL SECTION



See remarks on Page 2.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

Submitted by E. J. Engr
Base Design Engineer

Recommended by L. Wilson
Asst. Engineer of Materials and Research

Recommended by Victor D. Wolfe
Location Engineer

Approved by L. H. Young for E. S. Hunter
Asst. State Highway Engineer

SECTION: 7th Street Extension

HIGHWAY: City of Lafayette

COUNTY: Yamhill

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*1.0"-0 Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
Cars Only	2.0"	---	9.0"	13.0"	11.0"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 5.2 and a C.B.E. Requirement of 16.5". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application."

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0 "	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8 "	Aggregate Base
1.0"	Cement Treated Base	= 1.8 "	Aggregate Base
1.0"	Oil Mat	= 1.1 "	Aggregate Base
1.0"	Aggregate Subbase	= 0.8 "	Aggregate Base
1.0"	Lime Treated Subgrade	= 1.0 "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: 7th Street Extension

HIGHWAY: City of Lafayette

COUNTY: Yamhill

475 Present ADT (19 73)

4 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	15	1.67	25	20	450	9,000
3	4	1.67	7	6	1000	6,000
4	0	---	--	--	1250	- - -
5	0	---	--	--	3180	- - -
6	0	---	--	--	2570	- - -
				26	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL	15,000 *42,000
TWENTY YEAR EWL	300,000 *327,000
TRAFFIC COEFFICIENT	5.9

* School construction will increase the truck traffic on this section a total 27,000 EWL's for one year.

SECTION: 7th Street Extension

HIGHWAY: City of Lafayette

COUNTY: Yamhill

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: See remarks.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers asphaltic concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison as this is a short (0.12± mi.) project and traffic does not warrant the use of C.R.P.C.C.

December 13, 1972

Mrs. Blanche A. Williamson
City Recorder
P. O. Box 55
Lafayette, Oregon 97127

Dear Mrs. Williamson:

On December 12, the State Highway Commission approved the City's request for a 1973 Special City Allotment project to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and city map, showing the limits of the approved project. Also attached are regulations pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

George M. Baldwin
Administrator of Highways

By
Gary
for M. S. Cox
County and City Engineer

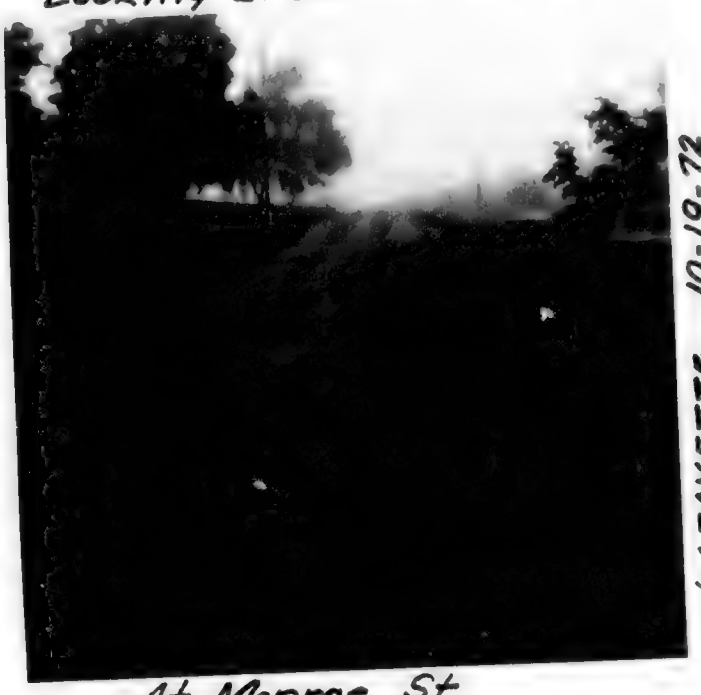
GMS:ljt
Att.

cc: J. B. Boyd

ENGR. COOR. UE AE UE
UPE CE RE PPE

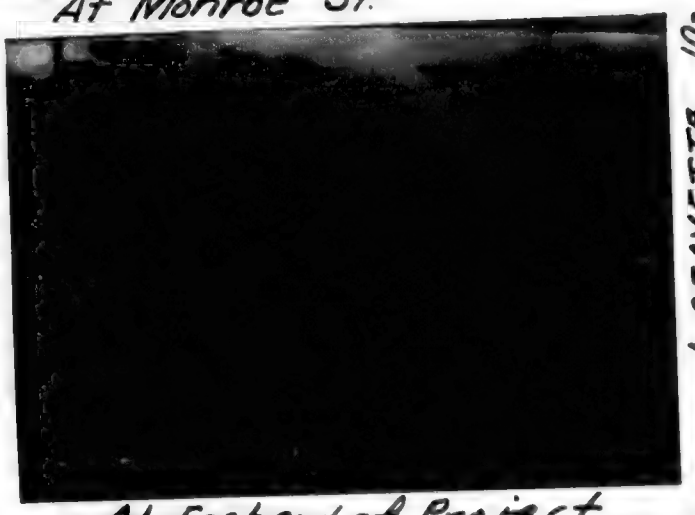
10-19-72

Looking E. on 7th St. Ext



LAFAYETTE 10-19-72

At Monroe St.



LAFAYETTE 10-

At East end of Project

Looking Westerly on 7th St. Ext.

Lafayette 3-2-72

At East City Limits

S.C.A. Investigation Data — 1973 PROGRAM

City of Lafayette Date 10/12/72 Div. 2
Population: 1967 660 1972 830
Street 7th St. Extension from Monroe St. easterly 630'

No. previous projects 3
Last project 1967 (year)
Total SCA funds $51,252.47
Funds/capita $61.95
Average/capita $39.17

EXISTING

Surface now in place: A.C. ___ Oil ✓ Gravel ___ Concrete ___
Surface width: 22 feet, Shoulder-shoulder width: 24' feet
C-C width: ___ feet, R/W width: 60 feet
Remarks: County Maint. vehicles use St. to get to county roads. Some farm truck traffic and residential. Oil mat is in poor condition. School district bought 13 Acres on north side of St. for new school Mr. Blackburn says there is no base under Street so will probably require reconstruction

PROPOSED

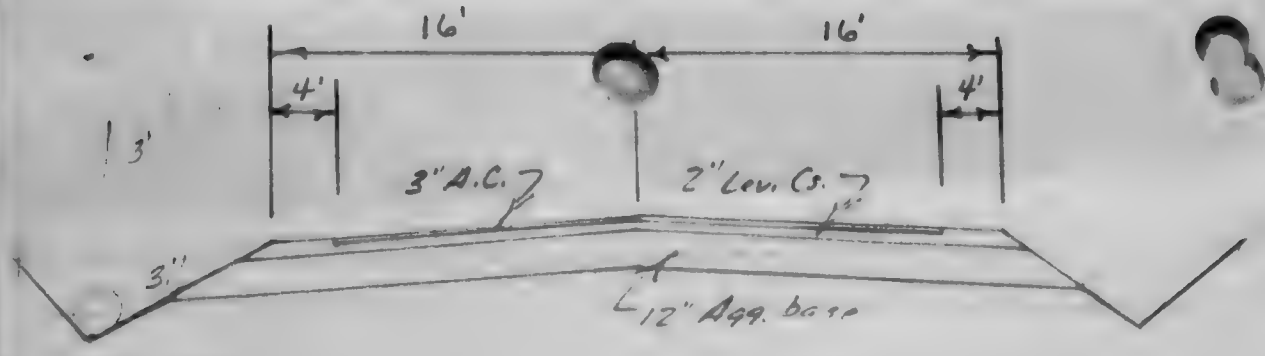
Surfacing: A.C. ✓ Oil ___ Other ___
Pave. width: 24 feet, Shoulder width 4 feet, C-C width: ___ feet
BASE DESIGN: A.C. 3 inches, Leveling 2 inches, Base 12 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.12 mile, 630 feet. Type curb: —
Remarks: Existing roadway appears to occupy northerly portion of R/W. East end needs work the most but should begin job at Monroe since this was done in 1967. Good project.

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	500
General excavation	c.y.	1870	2.50	4675
Finishing roadbed & slopes ($1,500)	mile	0.12	1500.00	180
Trench excavation	c.y.	26	5.50	143
Watering	M-gal.	47	5.00	235
Level material (3/4-0)	c.y.	260	5.50	1430
Base material	c.y.	1300	5.25	6825
Asphalt	ton	304	12.00	3648
Binder	all	all	L.S.	290
Concrete inlets	each	—	—	—
Culvert pipe 12" Conc. Sew.	lin. ft.	140	6.00	840
Concrete curbs	c.y.	—	—	—
Const Approach	each	2	150.00	300
Extra for driveways	each	5	75.00	375

*Items include 10% allowance

Total	$ 19,941
Perm. signing ($100/intersection)	100
Flagging	100
Total	$ 20,141
Engineering & contingencies (20%)	4,028
Total	$ 24,169
City's estimated share of survey	___
TOTAL ESTIMATED COST	$ ___

Say #25,000



LAFAYETTE
10-12-72

0.12 Mi.
630'

Gen. Exc. = $52' \times \frac{630'}{27} \times 1.4 \times 1.1 =$ 1870 C.Y.

Lev. Cs. = $\frac{(24' \times 630' \times 0.17) + (9.2' \times 630' \times 0.4)}{27} \times 1.43 =$ 260 C.Y.

Agg. base = $\frac{630' \times 39' \times 1.0}{27} \times 1.43 =$ 1300 C.Y.

Watering = $0.0275 \times 1500 \times 1.1 =$ 47 M. Gal

A.C. = $6.3 \times 48.2 =$ 304 Tons

Binder = $\frac{\$}{100} \times 0.12 \times 24 = \frac{\$}{290}$

Tr. Exc. = $140' \times \frac{3'}{27} \times 1.5 \times 1.1 =$ 26 C.Y.

12" Conc. Sew Pipe = $\frac{130}{10}$

140'

9-13-72

LAFAYETTE - Call Wayne Blackburn Tuesday 9-19 9:00 A.M.
Seventh St. Job showed start at City limits and carry to ₱25,000 limit toward City. Blackburn to contact council with this and see what they say. West half of 7th received Seal coat last year.

9-19-72 Called Wayne Blackburn re project & council action. He says City wants to start project at intersect. with Co. Rd. and proceed westerly to limit of ₱25,000.

ESCACADA - Project Length 0.12 Miles.
Highway west closed, traffic using Currin St. and 4th Ave. as detour.

This job would require slope easements due to steep hill. Toe of slope right is at edge of house. Top of cut left is at shoulder line of Blvd. Way. No room to improve street.

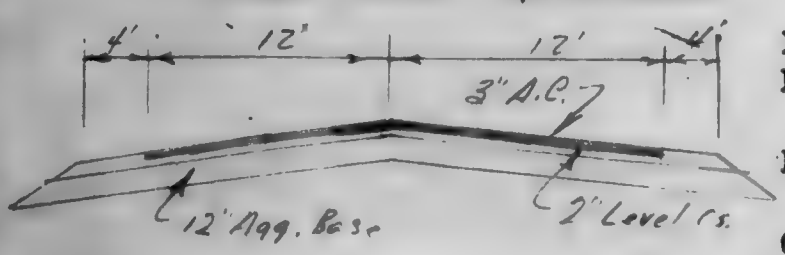
(Likely Project)

CITY: Lafayette COUNTY: Yamhill

SECTION: 7th St. Extension from east city limits to 200' west.

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.	[illegible]	2.50	
Finishing roadbed & slopes ($1,500)	mile	[illegible]	1500.-	
Trench excavation	c.y.	[illegible]	5.50	
Watering	M-gal.	6	5.00	
Level material (3/4-0)	c.y.	[illegible]	5.50	
Base material	c.y.	1520	5.25	
Asphalt	ton	440	12.00	
Binder	all	all	L.S.	
Concrete inlets	each	-	-	-
~~Culvert~~ pipe 12" Conc. Sew.	lin. ft.	310	6.00	
~~Concrete curbs~~ 30" Conc. Sew.	~~c.y.~~ "	50	25.00	
6" Perf Pipe	" "	46	3.00	
Special Backfill in Drain	C.Y.	5	15.00	

*Items include 10% allowance



	Total	$
Perm. signing ($100/intersection)		
Flagging		
	Total	$
Engineering & contingencies (20%)		
	Total	$
City's estimated share of survey		
	TOTAL ESTIMATED COST	$

1973 [illegible] AM

S.C.A. Investigation Data

City of Lafayette Date 5/2/72 Div. 2

Population: 1961 660 1972 830

Street 7th St Extension from East City Limits westerly to 25.000 Limit

No. previous projects 3
Last project 1967 (year)
Total SCA funds $ 51252.47
Funds/capita $ 61.75
Average/capita $ 39.17

EXISTING

Surface now in place: A.C. ___ Oil ✓ Gravel ___ Concrete ___
Surface width: 22 feet, Shoulder-shoulder width: 24 feet
C-C width: — feet, R/W width: 60 feet
Remarks: County Maintenance Vehicles use St. to get to County roads Some farm truck traffic and residential. Oil mat is broken badly on easterly half of Street. Present St. is on Northerly portion of R/w. Met with Wayne Blackburn & His Assist. School Dist. has purchased 13 acres on N. side at 7th St. for new School
5/2/72 - 2:00 to 2:30 15 cars - 4 trucks.

PROPOSED

Surfacing: A.C. ✓ Oil ___ Other ___
Pave. width: 24 feet, Shoulder width 4 feet, C-C width: — feet
BASE DESIGN: A.C. 3 inches, Leveling 2 inches, Base 12 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: ___ mile, ___ feet. Type curb: None
Remarks: May be able to get St. in without Slope easements North side since present St. is on Northerly R/w. 0.17 mi of St. on easterly end needs the work. Fair Project

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500 ✓
Clearing & grubbing	all	all	L.S.	800
General excavation	c.y.	1,390	2.00 - 2.50	4320 ~~5400~~ 3475
Finishing roadbed & slopes ($1,500)	mile	0.11	1500	~~255~~ ✓ 165
Trench excavation	c.y.	130	4.00 5.50	520 715 ✓
Watering	M-gal.	40	5.00 ✓	~~300~~ ✓ 200
Level material (3/4-0)	c.y.	210	5.50 ✓	~~1815~~ ✓ 1155
Base material	c.y.	1170	5.00 5.25	~~9100 9555~~ 6143
Asphalt	ton	280	12.00 ✓	~~5280~~ ✓ 3360
Binder	all	all	L.S.	~~400~~ 270
Concrete inlets —	each	—	—	—
Culvert pipe 12" Conc. Sew.	lin. ft.	310'	4.00 6.00	1240 1860
Concrete curbs —	c.y.	—	—	—
6" Perf. Pipe	Lin. Ft.	46'	3.00 ✓	138 ✓
30" Conc. Sew.	" "	50'	12.00 25.00	600 1250
Special Backfill in Drains	C.Y.	5	15.00	75

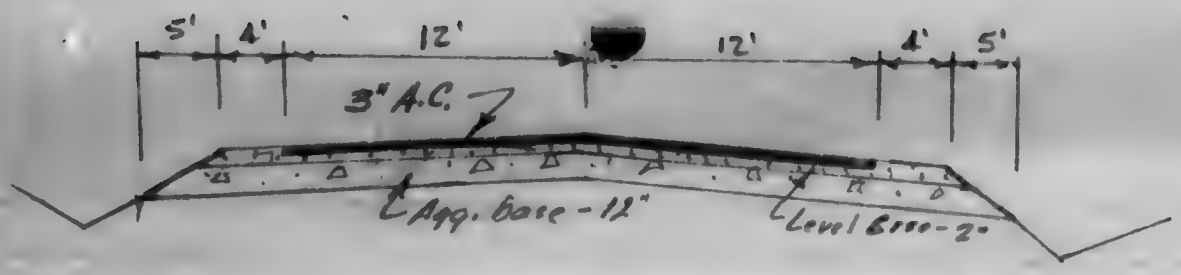
*Items include 10% allowance

	Total	$ 20,106 ✓ ~~28343~~
Perm. signing ($100/intersection)		100
Flagging		100
	Total	$ 20,306 ~~28543~~
Engineering & contingencies (20%)		4061 ~~5709~~
	Total	$ 24,367 ~~34252~~
City's estimated share of survey		~~540~~
	TOTAL ESTIMATED COST	$ ~~34792~~

~~$25,000~~ ~~Say $24,000~~ Say $25,000

9252 / 34252

2000 × 5,562 / 30,662 = 364



~~0.17 Mi. = 900'~~
0.11 Mi. = 580

Gen. Exc. - $\frac{42' \times \overset{580'}{\cancel{400'}} \times 1.4 \times 1.1}{27}$ = $\overset{1389}{\cancel{2156}}$ C.Y. - ~~2160~~ 1,390 C.Y.

3/4"-0 - $\frac{40' \times \overset{580'}{\cancel{900'}} \times 0.17 \times 1.43}{27}$ = $\overset{209}{\cancel{324}}$ C.Y. - ~~330~~ 210 C.Y.

Stone Base - $\frac{38' \times \overset{580'}{\cancel{900'}} \times 1.0 \times 1.43}{27}$ = $\overset{1167}{\cancel{1811}}$ C.Y. - ~~1820~~ = 1170 C.Y.

Watering - .0275 × $\overset{1380}{\cancel{2135}}$ = $\overset{38}{\cancel{59}}$ M.Gal - ~~60~~ 40 M. Gal

Tr. Exc. - $\left(310 \times \frac{\overset{86}{5} \times 2.5}{27}\right) + \left(46' \times \frac{\overset{9}{2.5} \times 2}{27}\right) + \left(50' \times \frac{\overset{25}{4.5} \times 3.0}{27}\right) \times 1.1$ = 130 C.Y.

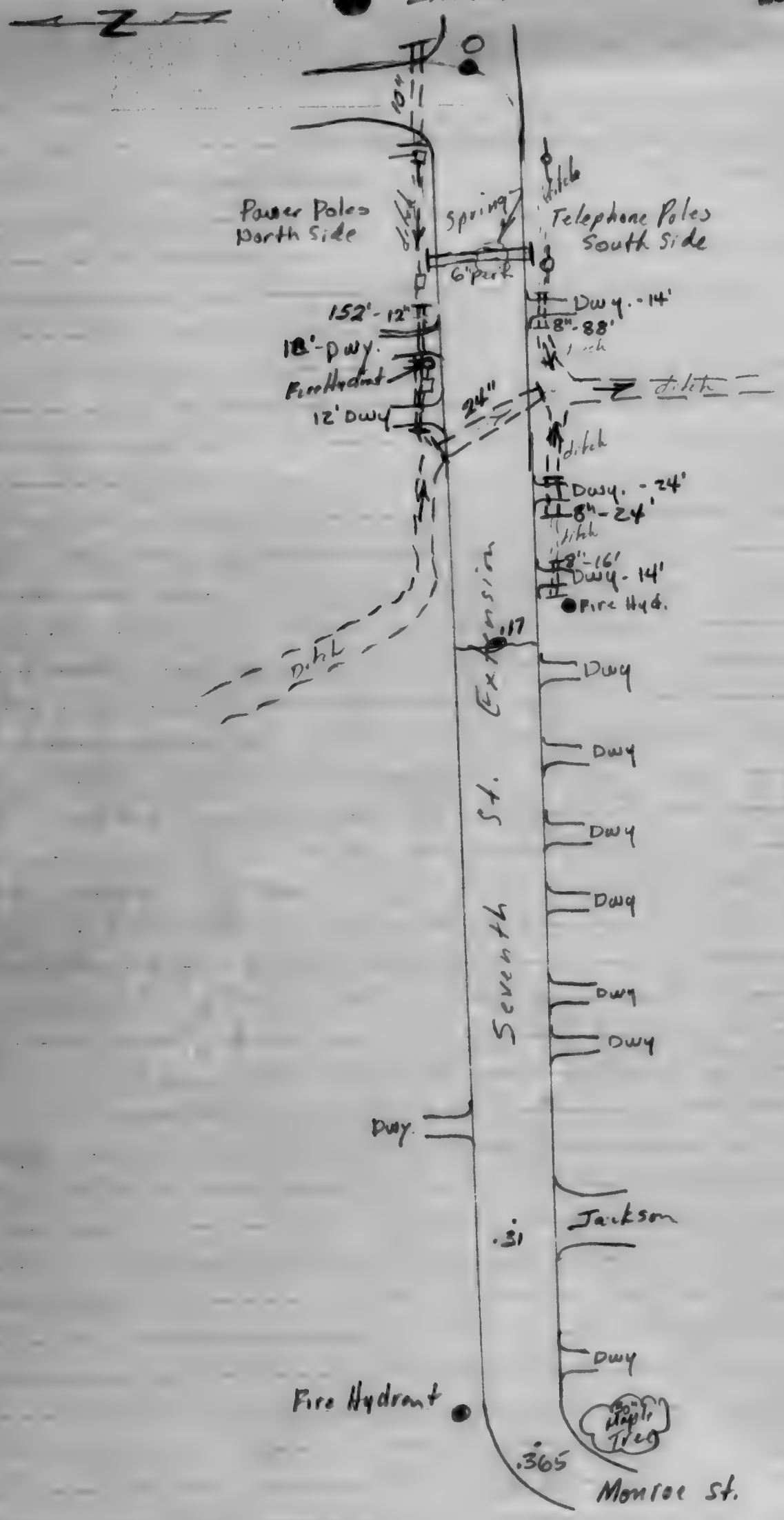
A.C. - $48.2 \times \frac{\overset{5.8}{\cancel{9.0}}}{}$ = $\overset{280}{\cancel{434}}$: ~~440 Tons~~ 280 Tons

Binder - $\frac{\$}{100} \times \left(\frac{\overset{0.11}{\cancel{0.17}}}{\cancel{0.17}} \times 24\right)$ = $\frac{\$}{\cancel{408}}$ $\overset{264}{\frac{\$}{400}}$ $\frac{\$}{270}$

Sp. Backfill in drain = $\frac{46' \times 1.5 \times 1.0}{27} \times 1.1$ = 5 C.Y.

LAFAYETTE

5-2-72



9V-185

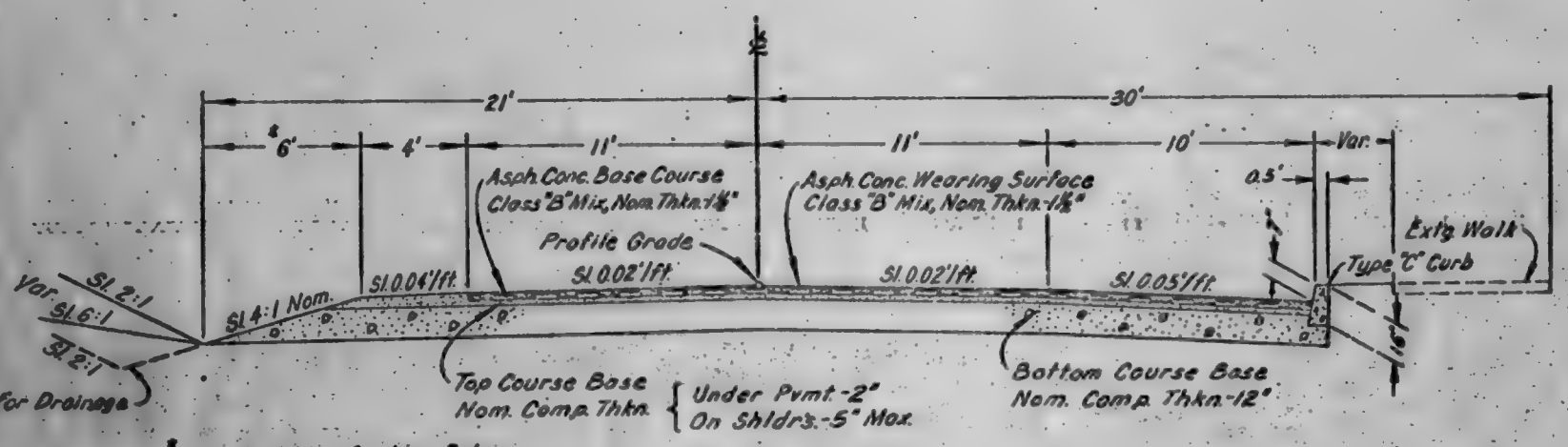
Overall Length of Project C[illegible] Mile

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet, Typical Sections & Summary
2	Plan & Profile

OREGON STATE HIGHWAY DEPARTMENT
GRADING & PAVING
LAFAYETTE (MONROE ST.) SEC.
CITY STREET
YAMHILL COUNTY

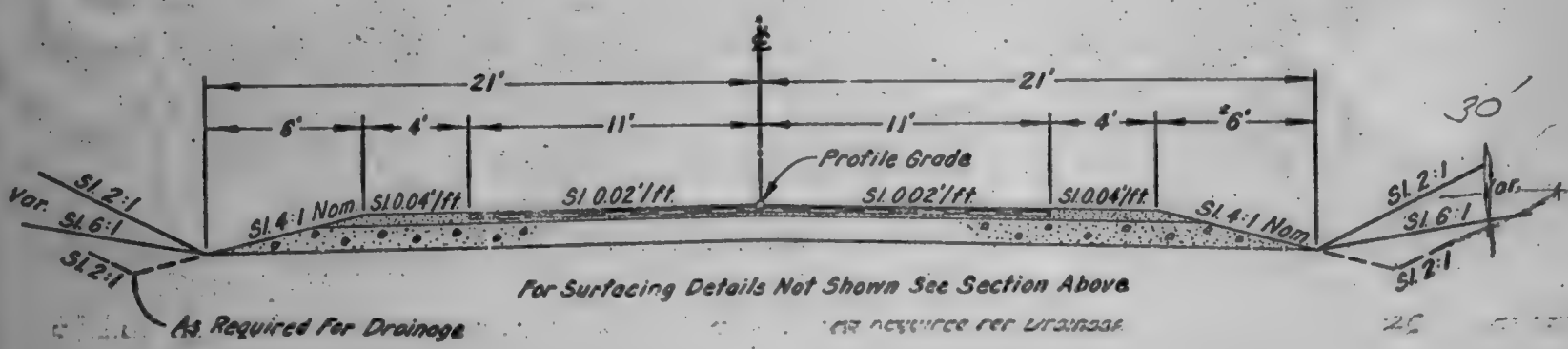
FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE
8	OREGON	STATE	MAY 1967

Drg. No. 2112 Sloped Ends C.M.P.
2105 Concrete Inlets
2077 Curbs & Driveways



*See Shoulder Section Below

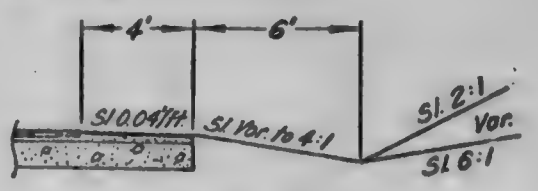
STA. 5+33 to STA. 8+76



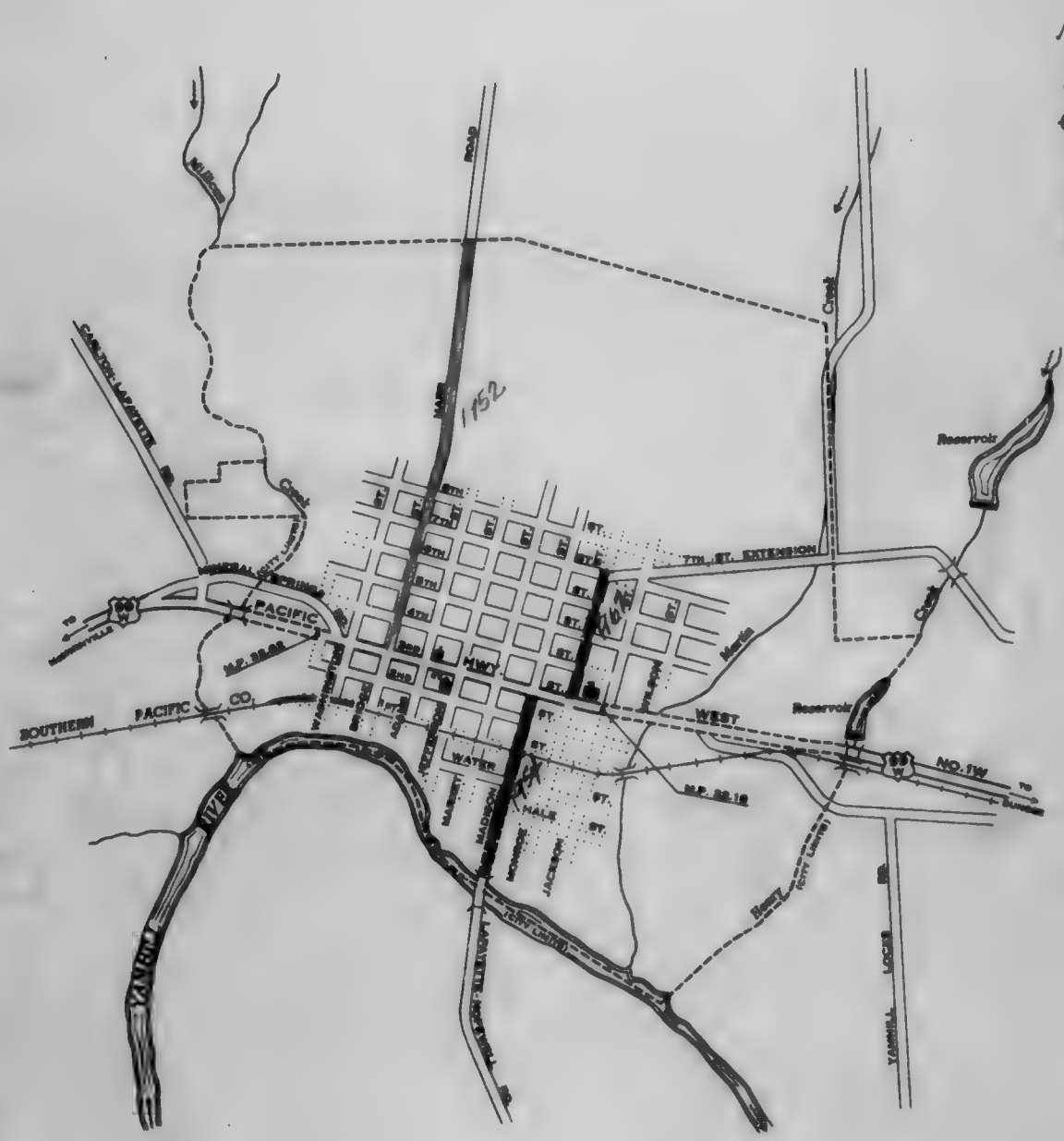
For Surfacing Details Not Shown See Section Above

As required for drainage

STA. 8+76 to STA. 15+50



SHOULDER SECTION
STA. 5+33 to STA. 5+90 Lt.
STA. 8+76 to STA. 9+90 Rt.



SIGNED ROUTES

INTERSTATE 5
U.S. 99W
ORE. 22

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

LAFAYETTE

YAMHILL COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 653

Scale in Feet

January 1, 1961

No County Roads within City Limits 4-20-72 C.L.E.

SCA

PROJECT DATA, CITY OF Lafayette Date April 5, 1972

To be financed by Special City Allotment Fund and necessary city funds.

Street name 7th. St. Extension
(Locate project on attached map.)

RECEIVED
COUNTY & CITY SECTION
ENGR. ✓ CSJR. ✓ CE ✓
HPE ✓ CE ✓ RE ✓ PPE

Project length 1900 Ft.

DESIRED STREET SECTION: 24'ok

Standard roadway; width of travel way: 22 feet, width of shoulders: 4 feet

Curbed section; width curb to curb: No curb feet

Remarks _____

Surface now in place: Oil Sealcoat Paving ____ Gravel ____

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No #

State to furnish right-of-way descriptions? Yes ____ No #

Give width of intersecting streets: Jackson 60 ft. right of way

Are intersecting streets curbed? Yes ____ No #

Remarks _____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No #

Width between present curbs: _____ feet

City to construct curbs? Yes ____ No #

To be constructed as part of project? Yes ____ No #

Length of desired radius on curb returns: _____ feet

Does city desire special type of curbs? Yes ____ No ____

Explain: _____

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No #__

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes___ No #___

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: _____feet

Remarks_____

_____

STORM SEWERS -

Now in place?. Yes___ No #___

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes___ No___

To be constructed as part of project? Yes___ No___

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes___ No #__ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: _____feet

Remarks Sewer Lines on South side 7th St.

_____

_____

WATER MAINS: (City to adjust if required.)

Now in place? Yes # No ___

If yes, how deep from present surface? 30inches###

Remarks _____

_____

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes # No ___

Asphaltic concrete? Yes ___ No #

Portland cement? Yes ___ No #

How many? 13

Must driveways be Portland cement to comply with city code? Yes ___ No #

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No # (If yes, please include copy of ordinance.)

Remarks Replace Gravel Driveways

_____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No #

Electric poles? Yes # No ___

Which company? Portland General Electric
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ___ No #

Which company? _____

Railroad tracks? Yes ___ No #

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks _____

_____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ____ No #

Clearing? Yes ____ No #

Base rock? Yes ____ No #

Concrete curbs? Yes ____ No #

Driveways? Yes ____ No #

Remarks _____

_____

_____

GENERAL INFORMATION:

Are city finances available? Yes ____ No #

When available? Date _____

Has city established grade on street? Yes ____ No #
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: _____

Have a location - Wants material

_____

General remarks: _____

_____

_____

By Robert E. Vaught
Mayor

By _____
City Recorder or City Manager

By _____
City Engineer

RECEIVED
COUNTY & CITY SECTION
MAR 24 1972
☐ ENGR. ☐ CGOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

R E S O L U T I O N 72-4

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of LAFAYETTE is an incorporated city of the State of Oregon and has a population of 830 as given by the latest official census; and

WHEREAS, the following streets of said city, starting at the corner of 7th and Monroe Streets and continuing out 7th St. Extension to lengthen the state improved street that was built by thegrant in 1967 The Council feels that most of the traffic is not city traffic and does involve excessive maintainance on the city's part. School Dist. 40 has purchased 12 acres of property on 7th St. Extension approx. 1200 ft from Monroe St. they intend to build a school in 3 or 4 years and we are confident the traffic will increase even more than it has in the last 5yeare.
are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of LAFAYETTE does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Wayne Blackburn as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 20th day of March, 1972.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of LAFAYETTE at a regular or special meeting of said Council, held on the 20th day of March, 1972, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 20th day of March, 1972

Blanche A. Killinson
City Recorder

(cc-50, 1959 Rev.)

7909 Charleston (S. Slough) Br. & Eastside '73
(Isthmus Sl.) Br. Sec. of Cape Arago &
Coos River Highways (Painting)

7904

S

December 10, 1975

United Painting Contractors Co.
P.O. Box 2[illegible]
Everett, Washington 9[illegible]01

Gentlemen:

On November 20, 1975, we wrote to you concerning release of final payment on Contract No. 7904 awarded to We Painters, Inc., for painting on the Charleston (South Slough) Bridge and Coquille (Isthmus Slough) Bridge on the Oregon Coast and Rogue River highways in Coos County.

Final payment on this contract is $200 and the total contract amount is $97,730.32 including $1,730.32 for work performed under force account.

Very truly yours,

C. W. Read, Manager
ADMINISTRATIVE SERVICES

Also

cc We Painters, Inc.
P. O. Box 336
Lynnwood, Washington 98036

C. T. Keaney
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirby

7909

November 29, 1973

TO Oregon Transportation Commission

FROM F. B. Klaben
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7909, Work Completed September 24, 1973

Project Charleston (South Slough) Bridge and
Eastside (Isthmus Slough) Bridge

Highway Cape Arago & Coos River, County Coos

Type of Work Maintenance Painting

Contractor We Painters, Inc.

Recommended Acceptance Date November 29, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 19, 1973 for your formal concurrence.

VG:lsk

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7967

5

Pacifica Insurance Agency

Post Office Box 3575, Coos Bay, Oregon 97420

Phone 503 267-7106
888-9283

DONALA
FILE PLEASE

NOTED
JACK L. SOLLIS

10/11/73

RECEIVED
OCT 15 1973
LEGAL

John L. Sollis
Assistant Attorney General
Salem, Oregon

Dear Mr Sollis:

I am sorry to have to inform you that I have not heard from either the contractor or his insurance company. The Contractor W.E. Painters of Washington State seems to have left the area upon finishing the bridge job at Charleston.

I am surprised that nothing has happened as the foreman for W.E. Painters had assured me when I showed him the damage to my car from sandblasting that "it would be taken care of as soon as I got the proper estimates." They have had written estimates and my letter to his company for over a month now and I haven't even been contacted.

Awaiting your "further action".

Sincerely

Grantland L. Rice

Grantland L. Rice
PO Box 3575
Coos Bay, Oregon

7909

S

FORM E-1 (REV 10-62)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Charleston (South Slough) Eastside (Isthmus Soough) Bridges		WEEK ENDING: September 29, 1973
HIGHWAY: Cape Arago & Coos River		SECTION PREFIX: 106-4236
		COUNTY: Coos
NAME OF JOB: Charleston & Eastside Bridges	KIND OF WORK: Maintenance Painting	
CONTRACTOR: We Painters, Inc.	CONTRACT NUMBER: 7909	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 1, 1973	DATE WORK STARTED: June 19, 1973	ESTIMATED COMPLETION DATE: September 15, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: October 31, 1973	PERCENT OF TIME ELAPSED: 70%
PROJECT AUTHORIZATION: $113,500.00	ENGINEERING AUTHORIZATION: $9,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $104,500.00	ENGINEERING COST TO DATE: $9,150.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $100,777.53		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3.7%	PERCENT OF AUTHORIZATION 101.6 %	September 15, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 23	Rain			
MONDAY 24	Rain			
TUESDAY 25	Fair			
WEDNESDAY 26	Fair			
THURSDAY 27	Fair			
FRIDAY 28	Fair			
SATURDAY 29				

Routing
Kelsey K
Bond
Jackmond
Hardt
Johnson
Walker
Scofield S
Glenn
Berg

RECEIVED
OCT 1 1973
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 23	No work
MONDAY 24	No work
TUESDAY 25	No work
26 WEDNESDAY	No work
27 THURSDAY	No work
FRIDAY 28	No work
29 SATURDAY	No work planned

REMARKS

Contract completed on September 15th.

Semi-final estimate and records mailed to Fegion office Sept. 27th.

Final Report.

SIGNED Eugene H Ash LOCATION Coquille

Eugene H. Ash

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

7909

September 20, 1973

#7909

WE Painters, Inc.
(Ole Nesheim)
Box 334
Lynnwood, Washington 98036

Re: Damages to Vehicle of Grantland L. Rice

Gentlemen

Enclosed is a letter from Mr. Grantland L. Rice complaining that you have not compensated him for damages to his vehicle caused during your work on the highway bridge at Charleston, Oregon.

This is to advise you that we will expect immediate action on your behalf or your insurance carrier to honor this claim.

If action is not taken within two weeks, it will be necessary that further action be taken by the Highway Division to insure that Mr. Rice's claim is properly taken care of.

If you have any questions regarding this matter, please do not hesitate to contact me or to call me collect.

Sincerely

Jack L. Sollis
Assistant Attorney General

kk
Enclosure

September 20, 1973

#7909

Mr. Grantland L. Rice
P.O. Box 3575
Coos Bay, Oregon 97420

Re: Claim for Damages by Highway Division Contractor

Dear Mr. Rice

I have this date forwarded your letter of September 3, 1973, to the Highway Division contractor and requested that he contact you immediately relative to settlement of this claim.

I have also forwarded a copy of your letter to the Highway Division Management Services Section to place in their file on the subject contract.

If you have not heard anything from the contractor or his insurance company within the next two weeks, please contact me and I will take further action.

Sincerely

John L. Sollis
Assistant Attorney General

kk

Oregon Highway Department
Salem, Oregon

Sept 3rd, 1973

#1909

NOTED
JACK L. SOLLIS

Dear Sirs:

Please consider this letter a claim for damages totaling $330.

My car was sandblasted by a state of Oregon contractor while I was driving through the bridge at Charleston, Oregon two weeks ago.

After noting the damage I contacted an Oregon Highway Department employee. He took me to a man named Lonnie Cook who said he would take care of it. He advised me to get an estimate from the same paint shop that painted my car just 3 months ago and to try to get a used windshield. I got the estimate . It came to $150. No used windshield can be found here and the glass company points out that it is dangerous to drive with scratched and pitted windshields anyway. A new one will cost $180.
I have not heard from the contractor even though I took a letter with the estimates to his motel. I have had the car repainted and I am not charging for the inconvience but I do want full payment for the physical damages to my car.

The paint contractor foreman was : Lonnie Cook and listed his address as "Timberlodge, P.O. Box 578; Coos Bay, Oregon. 97420

He represented his company as : WE Painters, Inc.
(Ole Nesheim)
Box 334
Lynnwood, Washington 98036.

I expect to here from you soon. I do not intend to be unreasonable but the damage is going to be paid for.

Sincerely

Grantland L. Rice
PO Box 3575
Coos Bay, Oregon 97420

REFERRED 9/11/73
TO Sollis
FOR
WALT BARRIE

RECEIVED
SEP 10 1973
LEGAL

7909

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

September 19, 1973

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

NOTED
E. S. HUNTER

Dear Sir:

Charlston (So. Slough) Br.
Contract 7909
Project Completion

Attached is a copy of the final falsework report for the Charlston (South Slough) Bridge dated September 17, 1973.

As indicated by the report, the project was completed on September 15, 1973. All falsework has been removed and the bridge returned to normal operation.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attach.

cc E. S. Hunter
A. Shirley
E. Ash
D. Moehring

RECEIVED
SEP 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7909

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 23, 1973

-#1709

SUBJECT: Charleston (S. Slough) Bridge Replacement

To: Mr. J. X. Wilson
Regional Construction Engineer

I have reviewed the aerial photography, as well as quadrangle sets, as well as the problem of traffic handling, both water and highway, on the subject bridge. It appears to me that if there is any alternate solution to the replacement of this structure in its existing position, it should be thoroughly evaluated prior to making any vicinity map for replacement of the structure.

It would appear by studying the quadrangles that there are two alternates with fixed spans, both of which would undoubtedly be very costly. I think we should withhold any survey until such time as we have been able to make a reconnaissance study of possible alternate positioning of the structure.

Victor D. Wolfe
Location Engineer

Attachment

VDW:mc

cc E. S. Hunter

NOTED
E. S. HUNTER

RECEIVED
AUG 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7909

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 13, 1973

TO Mr. D. H. Moehring
Maintenance Engineer

R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

NOTED
E. S. HUNTER

SUBJECT Charleston (S. Slough) Bridge
Cape Arago Highway
Bridge 1940E, Contract 7909
Deteriorated Truss Members

The attached weekly report for the current maintenance painting project at the subject structure indicates considerable deterioration of some portions of the upper and lower chords of the truss.

If desired, we will reevaluate the capacity of this structure upon receipt of a current inspection report indicating locations and severity of deterioration of members.

RWE:dh
Attachment

cc E. S. Hunter /w/ attach.
V. D. Wolfe /w/ attach.
T. G. Thompson /w/ attach.
C. T. Keasey

RECEIVED
AUG 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7909 5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

July 11, 1973

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

NOTED
E. S. HUNTER

Dear Sir:

Charleston (South Slough) Bridge
Coos Bay
Maintenance Painting
Contract 7909
Beginning of Work

As indicated in my telephone conversation today with Mr. Ed Shields, actual maintenance painting work on the lower portions of the subject structure will begin during the week of July 16, 1973.

Per the requirements of your letter of June 5, 1973, the cable-hung staging will be limited to one side of the swing span at a time and will extend no more than five feet below the lower chord of the steel truss.

Staging will be marked with high visibility material during the daylight hours. The contractor plans to pull the cables up to the lower chord during the night, so that lights will not be required.

Attached is the first falsework status report dated July 16, 1973. Subsequent falsework status reports will follow the first of each month in the usual manner.

Very truly yours,

RECEIVED
JUL 12 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attach.
cc E. S. Hunter
D. H. Moehring
A. Shirley
E. Ash

7907

5

OREGON STATE
HIGHWAY DEPARTMENT

District 7

P. O. Box 606 Coquille, Oregon 97423 Phone 396-2814

July 6, 1973

District Engineer
U. S. Army Engineers
P. O. Box 2946
Portland, Oregon 97208

Att: M I & P Branch
John Payne

Dear Sir:

This will notify you that on Monday July 9, 1973 the Oregon Highway Division will begin replacing a submarine cable across the South Slough navigation channel at the Highway Drawbridge in Charleston. The submarine cable is an integral part of the drawbridge operations. It serves as the conductor for electricity to operate motors and switches.

The existing cable is deteriorating and causing operational problems. Malfunction problems have been experienced with increasing frequency during the past two weeks. It is essential to the satisfactory operation of the Bridge that the existing cable be replaced as soon as possible.

The new cable will lay on the bottom of the channel and not conflict with navigation.

If you have any questions please contact the District Engineer at Coquille, Oregon.

ORIGINAL SIGNED BY ROBERT A. SANDMANN

Robert A. Sandmann
District Engineer

RAS:bb
cc: H. S. Coulter
D. H. Moehring
W. Hart
A. Shirley, Jr.

RECEIVED
JUL 9 1973
Office of
Assistant State Highway Engineer

7909

S

LRW CON COQ RSB 188 6-28-73 9-00 AM

H S COULTER
C T KEASEY
EUGENE ASH

NOTED
H. S. COULTER

CONTRACT NO 7614 /MCCULLOUGH BRIDGE/ AND CONTRACT NO 7909
/ISTHMUS AND SOUTH SLOUGH/ WERE SHUT DOWN BY PICKETS YESTERDAY
6-27-73 BECAUSE OF LABOR DISPUTE.

J X WILSON

JW$\frac{3}{4}$4.$\frac{17}{88}$.$\frac{1}{81}$.

7909

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 18, 1973

We Painters, Inc.
P. O. Box 334
Lynnwood, Washington 98036

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7909 for maintenance painting on the Charleston (S. Slough) Bridge and Eastside (Isthmus Slough) Bridge on the Cape Arago and Coos River Highways in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
Eugene Ash

7909

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 8, 1973

TO A. Shirley
Division 3 Engineer

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Eastside (Isthmus Slough) Bridge
Maintenance Painting
Contract 7909
Operating Regulations

The attached letter from the Coast Guard dated June 5, 1973, approved resumption of the two-hour prior notice before opening the subject structure to river traffic. This is allowed to facilitate maintenance painting of the structure.

Please notify this office at least two weeks prior to commencement of work in order that appropriate notice may be forwarded to the Coast Guard.

The usual monthly status report and prognostication of work will be required.

Two copies of the report should reach this office by the first of each month.

A final report stating that all work has been completed will be required.

RWE/ag
Attach.
cc E. S. Hunter
D. H. Moehring
E. Ash w/attach.

NOTED
E. S. HUNTER

RECEIVED
JUN 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7909

June 1, 1973

We Painters, Inc.
P. O. Box 334
Lynnwood, Washington 98036

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7909 in the amount of $96,000 for the Charleston (S. Slough) Bridge and Eastside (Isthmus Slough) Bridge of Cape Arago and Coos River Highways in Coos County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

G. H. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

Enclid

cc C. T. Kenney
L. H. HOUSE Att: Vince Gallagher
Walt Hart
A. Shirley
Eugene Ash

7909

April 27, 1973

Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, WA 98104

Dear Sir:

South Slough Bridge
Cape Arago Highway
Charleston, Coos County, Oregon
Bridge No. 1940
Maintenance Painting

It is planned to receive bids for routine maintenance work on this bridge on June 7, 1973. This work consists of painting the structural steel in the swing spans only and is scheduled to be completed October 31, 1973. Current operating regulations for river traffic indicate hour and half-hourly openings only between 7 a.m. and 7 p.m. from June 1 through September 30. In order to allow completion of the maintenance painting this year, it is requested that the period for such hour and half-hourly openings be extended to October 31 for this year only.

It is anticipated that cable-hung staging required to facilitate painting will extend a maximum of five (5) feet below the lower chord of the steel truss and will encroach on the vertical navigation clearance only when the span is closed to river traffic. Your approval for the use of such staging is requested.

The Oregon Department of Environmental Quality and the U.S. Environmental Protection Agency have agreed to the following requirements regarding air and water quality for this project:

1. Contractor shall provide a means for control and dispersal or removal of fallout material

accumulating on the surface of the water as a result of either cleaning of the structure or painting of the structure.

2. Fallout material coming to rest on the deck or sidewalk of the structure shall be removed from the structure and disposed of in a manner not unsatisfactory to the engineer or the County Health Department.

3. Disposal of liquid waste resulting from cleaning of tools shall be disposed of in a manner not unsatisfactory to the engineer or the County Health Department.

These requirements will be made a part of the contract for this work.

Notes on the attached drawing indicate the work area. The usual monthly status reports will be sent to you after work begins.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enclosure
RWE:dh

cc George M. Baldwin
A. E. Johnson
Walter J. Hart
L. H. Young
D. H. Moehring
Alfred Shirley
Eugene Ash

Draw Rest (piling)

Pier Protection (piling)

PROPOSED HOUSE

N 73°-50'W

3"x12" planks

PLAN
Scale 1"-50'-0"

℄ Pier Sta 8+99.55 Elev. 17.17

℄ Swing Span Sta. 9+80.2 Pit. Elev. 19.00

℄ Pier Sta. 10+60.45 Elev. 17.17

15.85 15.46 15.68 15.89 16.07 16.25 16.41 16.56 16.70 16.81 16.93 17.01 17.10 17.23 17.26 17.29 17.30 17.29 17.26 17.23 17.10 17.01 16.93 16.81 16.70 16.56 16.41 16.25 16.07 15.89 15.69 15.46 15.25 15.03 14.82 14.61 14.39 14.17 13.96 13.74 13.53

55'

Pier ① Pier ② Pier ③

3½" Sta. 8+96.83 ℄ trestle bent

℄ truss bent Sta. 9+00

℄ truss bent Sta. 10+60

℄ trestle bent Sta. 10+63.17 3½"

ELEVATION
Scale 1"-50'-0"
160'-0"

19 - 532'-0"

38 @ 19'-0"

Maintenance painting 1973 Season
Main Spans only

+1.136 %

-1.136 %

P.I. Sta. 9+80 El 13.00

P.T. Sta. 12+80 El. 15.59

600' V.C.

P.C. Sta. 16+04 El. 11.91 @ ℄ El. 11.79 @ curb

P.I. Sta. 17+04 El. 10.65

200' V.C.

P.C.C. Sta. 18+04 El. 7.79

P.C. Sta. 18+90

210' V.C.

Rt. curb

Lt. curb

P.I. Sta. 19+01 El. 4.79

P.T. Sta. 20+14

P.I. Sta 20+90 El 6.39

400' V.C.

Tangent to profile grade Sta. 21+11.8 El 10.25

Existing Road Surface

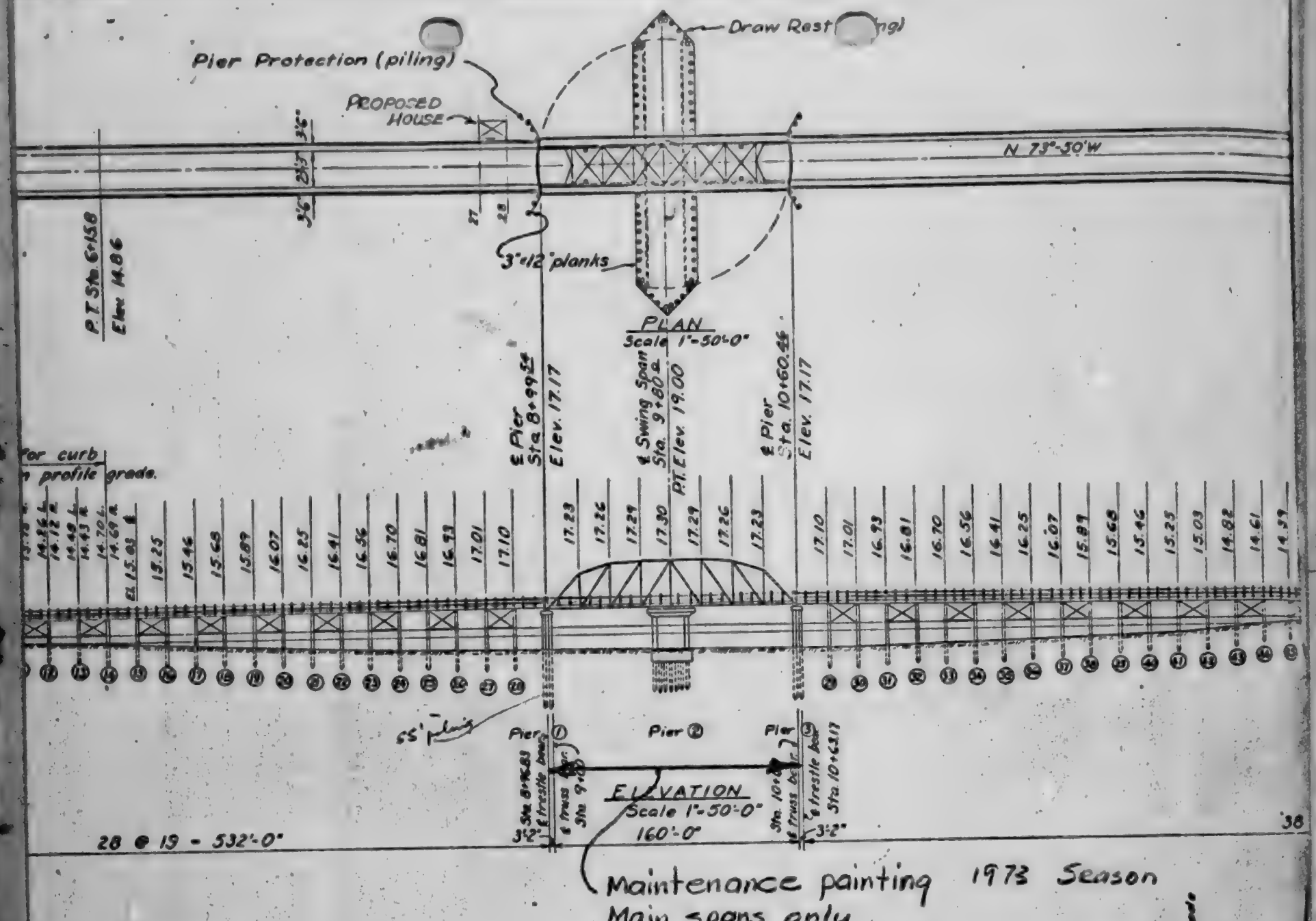
P.T. Sta. 22+90 El 17.50

GRADE LINE DATA.

Approved:

Bridge Engineer

State Highway Engineer


Draw Rest (ing)
Pier Protection (piling)
PROPOSED HOUSE
N 73°-30' W
3"x12" planks
PLAN
Scale 1"-50'-0"
℄ Pier Sta 8+99.52 Elev. 17.17
℄ Swing Span Sta. 9+80.0 Pit. Elev. 19.00
℄ Pier Sta. 10+60.48 Elev. 17.17
P.T. Sta 6+58.0 Elev 14.86
for curb
n profile grade.
65' piling
Pier ①
Pier ②
Pier ③
Sta 8+43.81 ℄ trestle bent
Sta 9+80 ℄ truss bent
Sta 10+ ℄ truss bent
Sta 10+43.11 ℄ trestle bent
3'-2"
3'-2"
ELEVATION
Scale 1"-50'-0"
160'-0"
28 @ 19 = 532'-0"
38
Maintenance painting 1973 Season
Main spans only
+1.136 %
-1.136 %
Rt. curb
Lt. curb
-2.856 %
Tangent to profile grade Sta. 21+11.8 El 10.25
Existing surface
El 14.31
P.T. Sta 6+58.0 El 14.86
P.C. Sta 6+80 El. 13.39
P.I. Sta. 9+80 El 19.00
P.T. Sta. 12+80 El. 15.39
P.C. Sta. 16+04 El. 11.91 ℄ El. 11.79 @ curb
P.I. Sta. 17+04 El. 10.65
P.C.C. Sta. 18+04 El. 7.79
P.C. Sta. 18+90
P.T. Sta 19+09 El. 4.79
P.T. Sta. 20+14
P.I. Sta 20+90 El 6.39
600' V.C.
200' V.C.
210' V.C.
400' V.C.
GRADE LINE DATA.
Approved:
Bridge Engineer
State Highway E

7904

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

April 24, 1973

cc's sent April 25, 1973

E. S. Hunter ✓
L. H. Young
W. J. Hart
W. H. Tebeau
C. G. Swenson
F. E. Terpin
J. H. Versteeg (2)

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon

Attention: Mr. Frank L. Hall
Road Design Engineer

Dear Sir:

In reply to your letter of April 13, 1973, regarding project:

Charleston (S. Slough) Bridge Section
Cape Arago Highway
Coos County

We have no objection to this work providing that water quality is preserved to the degree required by the Department of Environmental Quality.

NOTED
E. S. HUNTER

Thank you for the opportunity to comment.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. DEQ
Dir. FCO

RECEIVED
APR 26 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Hall
A. Olson
R. Olson

RECEIVED
APR 25
DESIGN
SECTION

Requires Approval
Bring Up ___/___/___
Other

FORM E-50 7909

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 23, 1973

TO Memorandum to the File

FROM R. W. Ellison R.W. Ellison
Bridge Administration Engineer

RECEIVED
APR 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT Charleston (South Slough) Bridge
Maintenance Painting
Isthmus Slough Bridge
Maintenance Painting

Today I met with Mr. David W. O'Guinn of the Department of Environmental Quality and Mr. Dennis F. Stefani of the U. S. Environmental Protection Agency regarding environmental considerations their agencies will require for the subject projects. They indicated that the following will met their requirements:

1. Cleaning stations should be provided at both ends of the structures to remove paint from passing automobiles.

2. The contractor shall provide a means for control and dispersal or removal of fall-out material accumulating on the surface of the water as a result of either cleaning of the structures or painting of the structures. The contractor shall appoint a person who is on the job during the time work is in progress to be responsible for the control and dispersal or removal of such fall-out material. That person shall have the authority to authorize such work whenever an accumulation on the surface of the water is visible or anticipated. It is the intent that the contractor shall make a reasonable effort to prevent the accumulation of fall-out material on the surface of the water.

3. Fall-out material coming to rest on the deck or sidewalk of the structures shall be removed from the structures and disposed of in a manner not unsatisfactory to the engineer, the County Health Department or the Department of Environmental Quality.

4. Disposal of liquid waste resulting from cleaning of vehicles and cleaning of tools shall be disposed of in a manner not unsatisfactory to the engineer, the County Health Department or the Department of Environmental Quality.

RWE/ag

cc E. S. Hunter
C. G. Swenson
R. J. Wright
R. Royer

NOTED
E. S. HUNTER

7910 U.S. 101 at East Bay Drive on the Oregon Coast Hwy. N. of North Bend (Traffic signal install.) 1973

7910

November 26, 1973

Industrial Indemnity Company
720 Southwest Washington
Portland, Oregon

Gentlemen:

On November 21, 1973, we wrote to you concerning release of final payment on Contract No. 7910 awarded to Steeck Electric Company for a traffic signal on the U.S. 101 at East Bay Drive Section in Coos County.

Final payment on this contract is $550.00 and the total contract amount is $11,116.77 including $116.77 for work performed under force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

cer

cc Steeck Electric Co.
P. O. Box 1243
Medford, OR 97501

bc C. T. Keasey
Walt Hart
V. E. Skoog
Alfred Shirley

7910 S

Surety letter written 11-21-73 ka

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 15, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Oregon Transportation Commission

FROM ORIGINAL SIGNED BY E. B. KLABOE
F. B. Klaboe
Administrator and State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7910, Work Completed September 19, 1973

Project U.S. 101 at E. Bay Drive

Highway Oregon Coast, County Coos

Type of Work Traffic Signal

Contractor Steeck Electric

Recommended Acceptance Date November 21, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on November 21, 1973 for your formal concurrence.

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

NOTED C. W. HEAD

Marie said to hold up letter to Surety until Nov. 21.

7910

FORM E-1 (REV 10-62)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: U. S. 101 at East Bay Drive		WEEK ENDING: October 6, 1973
		SECTION PREFIX: 6-1616
HIGHWAY: Oregon Coast		COUNTY: Coos
NAME OF JOB: U. S. 101 at East Bay Drive	KIND OF WORK: Traffic Signal	
CONTRACTOR: Steeck Electric Company	CONTRACT NUMBER: 7910	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 2, 1973	DATE WORK STARTED: July 31, 1973	ESTIMATED COMPLETION DATE: September 19, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 59½
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 99%
PROJECT AUTHORIZATION: $28,195.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
EXCLUSIVE OF ENGINEERING: $25,739.13	ENGINEERING AUTHORIZATION $2,462.50	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $25,822.06	ENGINEERING COST TO DATE $2,350.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0.3%	PERCENT OF AUTHORIZATION 115.7%	DATE PROJECT WAS COMPLETED: September 19, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 30	Fair			
MONDAY 1	"			
TUESDAY 2	"			
WEDNESDAY 3	"			
THURSDAY 4	"			
FRIDAY 5	"			
SATURDAY 6				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 30	No work done
MONDAY 1	No work done
TUESDAY 2	No work done
3 WEDNESDAY	No work done
4 THURSDAY	No work done
FRIDAY 5	No work done
6 SATURDAY	No work planned

REMARKS

Contract completed on September 19, 1973.

Semi-final estimate was sent in on October 2, 1973.

Last report.

SIGNED Eugene H. Ash LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

7910

July 19, 1973

Steenk Electric Company
P. O. Box 1263
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7910 for a traffic signal on US101 at East Bay Drive on the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

kn

Enclosure

cc Industrial Indemnity Company
730 Southwest Washington
Portland, Oregon 97205

Industrial Indemnity Company
P. O. Box 3423
San Francisco, Calif. 94120

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
Eugene Ash

7910 — — 5

July 5, 1973

Steeck Electric Company
P. O. Box 1243
Medford, Oregon 97501

Gentlemen:

The State Highway Commission took action July 2 on the following projects in which you were the low bidder on June 28:

Traffic signal installation on US 101 at East Bay Drive in Coos County. The Commission awarded this project to you in the amount of $11,000. Contract forms will follow.

Traffic signals at Garden Valley Road at BLM Access (Roseberg). The Commission referred all bids to Douglas County for processing.

Traffic signals on 4th Street at Bartlett Street in Medford. The Commission accepted your bid in the amount of $14,650 and referred it to the Administrator of Highways to award the contract as soon as approval is received from the Federal Highway Administration and the City of Medford, and $3,200 is deposited by the City. When those conditions have been fulfilled, we will let you know.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

bc C. T. Kessey
Walt Hart
L. H. Young
Attn Vince Gallagher
Alfred Shirley
Eugene Ash
Douglas County Engineer
Keith Martin

✓ TRA 7-6 Gen

TRA 7-6 Gen

TRA 13 Medford

- - 7910 -

5

June 27, 1973

Hon. Clay Myers
Secretary of State
121 State Capitol Building
Salem, Oregon 97310

5/29/73
6b-2

Dear Mr. Myers:

Attached for your records are duplicate originals of the following resolutions which were adopted on May 29, 1973.

"No Parking Resolution No. 292," which prohibits parking of vehicles on the north side of the Tualatin Valley Highway between M.P. 9.27 and M.P. 9.33.

Insert in Dra 7-1

"No Parking Resolution No. 293," which prohibits parking on the easterly side of the Oregon Coast Highway between M.P. 233.46 and M.P. 233.48.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

td
Attachment

7910

files

OREGON STATE HIGHWAY DIVISION

June 4, 1973

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO: Major E. W. Tschemer
Oregon State Police Department
102 Public Service Building
Salem, OR 97310

FROM: L. E. George
Traffic Engineer

SUBJECT: Prohibition of Parking

The following prohibited parking zones were established by the State Highway Commission at its meeting of May 29, 1973:

Parking Prohibition

On the Tualatin Valley Highway at S. W. 239th Avenue between Portland and Hillsboro in Washington County.

On the Oregon Coast Highway in Coos County: From the north end of the McCullough Bridge to East Bay Drive. #7919

On the Florence-Eugene Highway between M.P. 44.7 and M.P. 46.7 June 21 through June 25, 1973, to alleviate traffic problems during the Renaissance Festival.

LEG:pb

bc: C. W. Head
A. E. Johnson
E. S. Hunter

NOTED
FRAN NEAVOLL

NOTED
R. M. GRAHAM

NOTED
C. W. HEAD

7910

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

MAY 11 1973

IN REPLY REFER TO:
HNG-10

Honorable Bob Packwood
United States Senate
Washington, D. C. 20510

Russell Train

Dear Senator Packwood:

This is in reply to your May 2 communication to the Congressional Liaison enclosing a copy of a letter from Mrs. Sharon Sheller of North Bend, Oregon. Mrs. Sneller writes about a dangerous intersection north of North Bend.

We certainly regret the recent accidents at the intersection of Highway 101 and East Bay Drive. Since Highway 101 has been included in the Federal-aid primary system, it could qualify for improvement with the participation of Federal-aid funds. In all such projects, it is the State highway department's responsibility to propose, plan, design and construct the project. The role of the Federal Highway Administration is one of approval or disapproval of the State's plans at appropriate stages.

In Oregon, the agency with the primary responsibility for and prerogative of undertaking projects financed with the participation of Federal-aid highway funds is the Oregon State Department of Transportation. We suggest that Mrs. Sheller contact officials of that agency at the State Highway Building, Room 129, Salem, Oregon 97310, and inform them of her desire to see the intersection of Highway 101 and East Bay Drive improved. They should be able to tell her of their priorities for the available funds and of the possibility of improving the intersection.

We are also sending copies of her letter to our Division Engineer in Salem, so he too may know of the desire for this improvement. He reviews all Federal-aid highway projects in Oregon and has the delegated authority to approve or disapprove the State's plans in most instances.

If we may be of any further service, please let us know.

RECEIVED
MAY 17 1973
OREGON DIVISION

Sincerely yours,

for H. A. Lindberg

H. A. Lindberg
Acting Associate Administrator for
Engineering and Traffic Operations

	Info	FOR	REFER TO	MAY 18 73	RECEIVED STATE HWY ENGR
	Inves				
	R/D				
	D/R				
	Sign				
	Act				
	File				

NOTED
E. S. HUNTER

NOTED
E. S. HUNTER

Enclosure:
Transmitted Correspondence

Apr 30 '73

Mrs. Shaun Shellie
550 E. Bay dr.
North Bend, Or 97459

April 18, 1973

Dear Senator Packwood,

I am writing concerning the intersection of Highway 101 and East Bay dr. at the North end of Mc Culloch bridge just north of North Bend.

This place is a death trap, since Jan 73, there has been at least five or six accidents that I know of.

Since this is a Federal highway there must be something that can be done to save lives and injury. These accidents are not fender benders but high speed accidents that has one lady in a coma (since Jan) and a young teenage in Eugene for injury that can't be treated here at our hospitals. The other I don't know about.

Please think about this, These are the lives of the people of Oregon you represent.

Sincerely, Mrs Shaun Shellie

TRA 7-6
Gen-

TOM McCALL
GOVERNOR

RECEIVED
STATE HWY ENGR
MAY 14 73
REFER TO
FOR
Info | Eng | Eng | Dir | Sec | Act | File

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

May 11, 1973

Mrs. Sharon Sheller
550 East Bay Drive
North Bend, Oregon 97459

Dear Mrs. Sheller:

Before leaving the state, Governor McCall directed me to respond to your recent letter expressing concern for highway safety at the intersection of US101 and East Bay Drive north of North Bend.

The Highway Division recently completed a study of the traffic problems there and recommended installation of a signal; and at their April meeting, the Highway Commission authorized the expenditure of funds for the work. However, it takes some time to prepare plans, call for bids to do the work and make the installation. Also, the Highway Commission is proposing to prohibit parking on the easterly side of the Coast Highway from East Bay Drive to the north end of the McCulloch Bridge to improve sight distance.

To our knowledge, no tax funds were used to save homes on the Salishan Spit; we understand that property owners combined resources and did considerable work.

Sincerely,

Robert G. Davis
Executive Assistant

NOT F. B. KLAUS

RGD:dh

bcc: Highway

RECEIVED
MAY 14 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

COPY

May 7, 1973
R. E. Blaine - Dir. 610

[redacted]

Mrs. Sharon Shaller
[redacted] East Bay Drive
North Bend, OR 97459

Dear Mrs. Shaller:

I appreciate your concern for highway safety at the intersection of Virst and East Bay Drive north of North Bend.

The Highway Division recently completed a study of the traffic problem there and recommended installation of a signal, and at their April meeting, the Highway Commission authorized the expenditure of funds for the work. However, it takes some time to prepare plans, call for bids to do the work and make the installation. Also, the Highway Commission is proposing to prohibit parking on the easterly side of the Coast Highway from East Bay Drive to the north end of the McCulloch Bridge to improve sight distance.

To my knowledge, no ten funds were used to save homes on the Salishan Spit; I understand that property owners combined resources and did considerable work.

bc Sam Haley

bbc George M. Baldwin
A. E. Johnson
E. S. Hunter
L. H. Young
C. O. Fredrickson
L. E. George

(ms)

KHOE

MRS. MAE McVAY
OFFICE OF THE GOVERNOR

The attached letter would seem to be a concern of your department. The Governor would appreciate your drafting a suggested reply for his signature (on plain paper, double-spaced) which would answer this letter in the appropriate manner.

Thank you for your assistance.

Mae

4.26.73 Sheller to Highway

APR 25 1973

Mrs Sharon Sheller
550 E. Bay Dr.
North Bend, Ore 97459

Dear Governor McCall

April 18, 1973

I'm writing concerning the intersection of highway 101 and East Bay Dr. at the north end of McAulloch bridge just north of North Bend.

This place is a death trap, since Jan 73, there has been at least five or six accidents that I know of.

Summer is coming and since you have in the past invited our tourist from all over highway 101 is like a freeway, and you can bet the accident rate will go up.

If you can use our tax money to save homes on the Salishan spit, (homes that should never been built there) surely you can spend money to save lives and injury here. Or is it we don't have the pull the rich at Salishan do to save their homes or enough power that the

Portland politions do to have highway work done up there.

I understand ther is suppose to be a study made of 101 & E. Bay Dr. but studing doesn't save lives <u>action</u> does.

Sincerely

Mrs. Sharon Keller

RECEIVED
APR 30 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 24, 1973

Mrs. G. C. Crotty
North Bend
Oregon 97459

Dear Mrs. Crotty:

We wish to acknowledge your letter commenting on the proposed traffic signal installation at the intersection of US101 and East Bay Drive at the north end of the McCullough Bridge.

We realize that the installation of a traffic signal at an isolated location on the rural highway system does present the possibility for rear-end collisions; however, it is our intention to install overhead advance warning signs with flashing beacons a considerable distance prior to the intersection, facing both directions of traffic. These signs will provide advance warning of the traffic signal at the intersection in order that drivers may take any necessary action to safely approach the intersection. It has been found that these devices work efficiently at other locations where traffic signals have been installed under similar conditions.

The installation of the signal at this intersection was based on a detailed analysis of traffic conditions, including vehicular volumes and past accident history. All information indicates that the traffic signal is warranted and will greatly improve safe operating conditions at this intersection. It is also our sincere opinion that with proper timing installed on the traffic signal, it will not create a traffic backup on US101. After the installation

has been made, we will monitor the equipment for a period of time to make sure that it is operating properly and that traffic is moving efficiently.

We do wish to thank you for your interest in traffic safety and for taking the time to write us.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

NOTED
A. E. JOHNSON

North Bend, Oregon
April 13, 1973

Fred Klabue
Chief Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 16 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Re: Attached clipping

Dear Sir:

Kuneo-
Asst

My husband & I would like to express our disapproval over the proposed traffic light installation. We have spoken to several other people and their reactions are equally negative.

We drive this particular section of highway every day and are aware of its dangers, but at the same time think it's illogical to impede the flow of traffic on a busy highway. I really think there would be considerably more problems with rear-end collisions and traffic back-up than you anticipate.

I think a left-turn refuge lane for people coming from the north who want to turn east (left) would be a help. There must be a better answer or solution than installing a traffic light. Perhaps if you were to ask the people most directly affected by ~~asking~~ to write or telephone their thoughts, you would come up with a better idea.

Sincerely,

Mr. & Mrs. D.C. Crotty

4-24-73 -
No street address, P.O. Box, or telephone listed for Mr & Mrs Crotty
jr.

NOTED
F. B. KLABOE

RECEIVED
APR 18 1973
TRAFFIC ENGINEERING

Installation Of Light Likely At End Of Bridge

SALEM—State Highway Department officials will recommend installation of a traffic light at the injury-prone intersection of Highway 101 and East Bay Drive at the north end of McCullough Bridge when the State Highway Comission meets later this month.

Sen. Jack Ripper, D-North Bend, said Chief Highway Engineer Fred Klaboe told him of his decision in favor of the light after a study of traffic flow and safety control measures.

"This has been a danger spot for many years," Sen. Ripper noted. A Coos Bay youth, for example, is in critical condition at a Portland hospital after a weekend accident there.

"The light will hopefully be installed by this summer when tourists contribute to peak traffic," Ripper said.

However, he added, installation of the light "has been decided upon despite the possibility that there may be some instances of rear-end collisions as cars come off the bridge. That possibility is less dangerous than the present situation," he said.

Klaboe must recommend installation of the light to the Highway Commission which, if it accepts the idea, will order the light installed. Ripper said he was gratified by Klaboe's action "to correct this long standing traffic hazard."

7910

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 24, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Proposed Parking Prohibition**
Oregon Coast Highway
North End of McCulloch Bridge

A traffic signal is being installed at the intersection of East Bay Drive in Coos Bay and the Oregon Coast Highway to improve traffic operation through the intersection.

A recent study of parking conditions on the east side of the Oregon Coast Highway between the north end of McCulloch Bridge and East Bay Drive revealed that there are vehicles parking in this area but that the duration of parking generally is short. In order to eliminate a sight distance restriction caused by the parked vehicles and to provide safer traffic operation through the signal, it is recommended that parking be prohibited in this area on the easterly side of the Oregon Coast Highway, No. 9, from East Bay Drive (M.P. 233.46, Engr. Sta. 238+30) to the north end of the McCulloch Bridge (M.P. 233.48, Engr. Sta. 239+66.5) in Coos County.

- traces

This matter will be on the agenda for your consideration at the May 29 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
L. E. Goerge
A. J. Shirley
Gary Sund

DH:LEG:sv dpy

7910 —

5

APR 12 1973

The Honorable William N. Grannell
State Representative
18-R State Capitol
Salem, Oregon 97310

Dear Bill:

In response to your letter of March 7 concerning the possibility of implementing corrective measures at the Glascow Road intersection on US101, immediately north of McCullough Bridge, an engineering investigation has been conducted.

Due to the close proximity of the north end of the bridge to the intersection, it is desirable to eliminate parking completely on the east side of the highway between the bridge and the intersection. The intersection does meet the warrants for the installation of a traffic signal, and a traffic signal at this location should make the intersection safer by eliminating some of the vehicular conflicts.

We will install a traffic signal at this location as soon as it is possible to prepare a contract and call for bids, probably in May. Installation time is normally about eight to ten months. It would, therefore, be about the first part of 1974 before a traffic signal might be operational at this location.

Sincerely,

George H. Baldwin
Administrator of Highways

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. E. George
J. H. Verstoep
R. B. Sipprell

DHH:pb kw

FORM E-80

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE April 5, 1973

TO E. S. Hunter
Asst. State Highway Engineer

FROM L. E. George
Traffic Engineer L S George

SUBJECT Traffic Signal Installation
Oregon Coast Highway @ East Bay Drive
North End McCullough Bridge

We have received a report of traffic conditions conducted by Region III for the subject intersection. It is again recommended that a traffic signal be installed at the intersection as the accident experience warrant was met and the interruption of continuous traffic warrant was nearly met at the intersection. Since this intersection is in a fairly high-speed section of highway, it is also recommended that advance overhead signs with flashers be installed on the highway. It is estimated that the proposed two-phase, fully-actuated signal installation and overhead advance signs will cost approximately $26,000. As a result of the investigation, it was also found that left-turn channelization will not fit without major bridge approach construction due to the close proximity of the intersection to the north end of the bridge (approximately 105 feet).

In addition to the traffic signal investigation, a small parking survey was conducted. From this, it was found that in the 70 feet where parking is allowed on the east side of the highway from the north end of the bridge to East Bay Drive, the parking turnover rate is very rapid with the duration of parking for individual vehicles generally from three to five minutes. It is recommended that this parking be prohibited to allow for a wider approach to the East Bay Drive intersection on the highway..

I believe that it is expedient to install this signal as rapidly as possible. It is recommended that the work be contracted as rapidly as possible. If you approve, we will prepare plans for the installation of the signal after July 1, when funds become available, and will prepare the necessary material for the removal of parking by the Highway Commission.

Before July 1 say May 24th - excess maint funds
See letter to Comm. this date

DKH:pb

OK
ESH

RECEIVED
APR 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 26, 1973

To: L. E. George
Traffic Engineer
S A L E M

SUBJECT: Traffic Conditions
Oregon Coast Highway
East Bank Road
US101-Hwy No. 9 - M.P. 233.46

As per your verbal instructions, this office has prepared a left turn refuge design for the subject intersection, and has had a 7 hour parking study made in the vicinity of this intersection.

As can be seen, this design (standard) will not fit the ground without unreasonable bridge approach construction. In addition to this, only 270 vehicles per day are making this movement. The accident picture does not indicate that this is a serious problem in relation to the entering type accidents from the side street.

At this writing, the data regarding the parking study has not arrived by teletype. It will be forwarded as soon as possible by teletype Tuesday, A.M., March 27, 1973.

The data contained in the Region III "package" attached to this letter tends to reaffirm my earlier recommendation, that signalization is the only practical solution "in the punch". I know we would have to have good advance warning etc., but I'm sure we can make a signal safe.

Glen L. Clark

GLEN L. CLARK
Region Traffic Engineer

GLC/jw
attach.
cc H. S. Coulter

HOME ADDRESS
WILLIAM N. GRANNELL
418 NORTHWOOD ROAD
NORTH BEND, OREGON 97459

COOS COUNTY
DISTRICT 47

FBIC
Note

COMMITTEES

MEMBER:
TRANSPORTATION
LABOR AND INDUSTRIAL RELATIONS
STATE AND FEDERAL AFFAIRS

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

Noted
CLARKE M. PARMEN
Klabo
Draft for GMB

March 7, 1973

Mr. George Baldwin
Administrator of Highways
307 Highway Building
Salem, OR 97310

Dear George:

Subject: US 101 - Glascow Intersection

Confirming our conversation of last week, I again point out the immediate need to correct the dangerous conditions at the Glascow - US Hwy 101 intersection, immediately north of McCullough Bridge.

I know you are aware of the hazard and I am certain that recent highway statistics would bear out the need for some kind of corrective action. I realize that to do it properly would cost a good deal of money, involving the re-routing of several feeding roads as well as a change in the approach to the intersection itself. However, there are some visual problems concerning the parking of vehicles at the approach as well as the possibility of creating left turn lanes or islands that certainly would alleviate some of the hazards.

Your attention in this matter would be greatly appreciated.

Best regards,

Bill

Bill Grannell
State Representative

RECEIVED
STATE HWY ENGR
MAR 12 73
REFER TO
FOR
Info | Lves | WID | D/R | Sign | Act | File
| | ✓ | | | |

RECEIVED
MAR 12 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

db

L. E George - R/P reply
Investigate & report

RECEIVED
MAR 8 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
MAR 13 1973
TRAFFIC ENGINEERING

33

Region office copy

ROSEBURG DIVISION
RECEIVED
JUN - 9 1972
DE | ADE | ADE | ADE | DOE
Assign ..... For .....
Reply ..... Action .....

Roseburg, Oregon
June 8, 1972

James H. Versteeg
Regional Engineer

Traffic Conditions
Oregon Coast Highway
North Bend and Vicinity

Attached is a resolution adopted by the North Bayside Grange #691 on April 1, 1972, requesting that the Highway Division study traffic conditions at the side roads at both ends of McCullough Bridge and to recommend improvements thereto.

There are two relatively minor intersections just south of McCullough Bridge on the east side of US 101. One is Ferry Street and the other Simpson Avenue. The attached accident listing shows two accidents at Ferry Street and three at Simpson Avenue during the period 1-1-67 to 3-31-72. Volume is extremely low at both intersections and field investigation shows no needed improvements at this time.

The situation is different at the East Bay Drive Intersection just north of McCullough Bridge. This 90° "T" type intersection has had a history of complaints and investigations. Traffic flows at basic rule speeds and US 101 traffic is relatively high for a two-lane, two-way facility. A flashing beacon was installed many years ago and more recently upgraded to 12" lenses. Last year advance flashers were installed on the side road symbol signs in advance of the intersection. Consideration of a grade separation has been discarded during the last two investigations due to the high cost of construction.

There were 31 reported accidents at the intersection during the period 1-1-67 to 3-31-72. There were no fatalities but 21 persons were injured. There were 20 turning, 8 rear-end, two backing, and one fixed object type accidents. Five accidents studied, occuring in the last 12 months, were types preventable by signalization.

A 16-hour manual turning movement count factored to 24 hours taken May 30-31, 1972, revealed that 12,984 vehicles entered this intersection. 90% or 11,622 entered from the north and south on US 101 while 10% or 1,362 entered from East Bay Drive. 1,038 make left turns onto US 101 from the side street. There were in excess of 12,000 vehicles on the south leg of US 101.

Attached is a signal warrant data sheet which shows the accident warrant is met and for all practical purposes, the interruption of continuous traffic warrant is met. This is using the reduced warrant due to the 85% speed in excess of 40 m.p.h.

As a result of this investigation it is recommended that this intersection be signalized with a standard solid state, two phase, fully actuated installation. This is estimated to cost $16,000 and should be partially financed by Cook County. Maintenance should be a state responsibility and power consumption a county requirement. With your approval, by copy of this letter, I am asking the Traffic Division for concurrence and will initiate a survey for a base map for design of such a signal.

ORIGINAL SIGNED BY GLEN L. CLARK
REGION TRAFFIC ENGINEER

GLEN L. CLARK
Region Traffic Engineer

GLC/sn
attachs.
cc L.E. George
R.A. Sandmann
Bob Judson

APPROVED
By J. H. VERSTEEG
Region Engineer

7910

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 10, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Traffic Conditions**
US101 & Glascow Road

Traffic conditions at the intersection of US101 and Glascow Road, immediately north of the McCullough Bridge, indicate that the installation of a fully-actuated traffic signal with advance warning signs will materially improve the operation of traffic through this intersection.

The installation of this traffic signal is recommended for your approval. The estimated cost is $40,000 and will be financed from Miner Betterment funds.

This matter will be on the agenda for your consideration at the meeting of April 17.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
R. L. Schroeder
E. S. Hunter
L. H. Young
V. E. Skoog
L. E. George
Ralph Sipprell
~~J. H. Versteeg~~ Bud Shirley
Gary Sund

LEG:pb dpy

7910

Salem, Oregon
April 9, 1973

Mr. L. E. George
Traffic Engineer

B U I L D I N G

Please draft a letter to the Commission in time for its next meeting requesting authority for the following three projects:

1. Signalization of the Irvington Road-River Road Intersection in Eugene.

2. Signalization with minor grading and paving of the intersection of Highway 38 and Highway 101 in Reedsport.

3. Signalization and warning signs and corrective roadway work you suggested for the two county road intersections immediately south of the McCullough Bridge.

Tra 7-6 Eugene

Tra 7-8-1 Reedsport

These are to be financed with State Construction funds.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: F. B. Klaboe
A. E. Johnson
L. H. Young

FORM E-30 (REV. 10-60)

REFER TO
E. S. Hunter
BY ASST. STATE HWY. ENGR.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 26, 1973

To: H. S. Coulter
Asst. State Highway Engineer
S A L E M

SUBJECT: Russell Point (East & North Bay Drives)
Oregon Coast Highway
M.P. 233
Coos County

Submitted herewith is following data on the subject area:

1	copy	Narrative report
2	rolls	Plan I Map
2	rolls	Plan II Map
2	rolls	Left turn refuge
1	copy	Cost and Quantity Summary, Plan I
1	copy	Cost and Quantity Summary, Plan II
1	copy	Region Geologist Memo
1	roll	1"=50' Topog Map showing Picture Locations
1	copy	Photographs
1	copy	Region Traffic Engineer's Report

J. H. VERSTEEG
Region Engineer

RJS/cw
Encl.

cc L. E. George

NOTED
E. S. HUNTER

3-28-73
original & attachments
to Vic Wolfe

RECEIVED
MAR 27 1973
Office of
Assistant State Highway Engineer

NARRATIVE REPORT
RUSSELL POINT
OREGON COAST HIGHWAY
M.P. 233 +-
COOS COUNTY
MARCH 26, 1973

The purpose of this reconnaissance survey was to attempt to provide a solution to the traffic problem at the intersection of East Bay Drive and North Bay Drive with the Oregon Coast Highway at approximately M.P. 233.

We are involved with two major problems in this area:

1. Geological - With numerous evidences of failure of existing slopes and complete lack of foundation data on the tidal flats, we attempted to stay out of the Bay and not to have extensive excavation east of 101.

2. Layout Restrictions - To avoid construction in the bay, with regards to the present trends which regulate construction in waterways.

PLAN I

This plan uses an interchange type solution to solve the problem for both East Bay Drive and North Bay Drive. This would include a structure 650 feet long, which would eliminate all necessary traffic movement across Highway 101 except a left turn movement at East Bay Drive which has an ADT of 270 vehicles. In an attempt not to get into the bay and limit to a minimum construction into the hillside, substandard design had to be used. The estimated cost to construct Plan I is $1,230,960 without right of way.

PLAN II

This plan is to handle the problem of East Bay Drive only. It utilizes a one-way structure over Highway 101 and gets the problem traffic over and across the highway. We still have the left turn with 270 ADT crossing Highway 101 to get to East Bay Drive. Again we are faced with problems of construction in unstable material and attempting to stay out of the bay. Estimated total cost of Plan II is $357,350, which includes purchase of the motel. No other right of way costs included.

FORM 8.80 (REV. 10-65)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 23, 1973

SUBJECT: Russel Point
Geologic Reconnaisance

To: MEMO TO THE FILE

I examined the area on the afternoon of February 12, 1973.

The entire area appears to be part of an old slide mass, which encompasses many smaller active zones of adjustment.

The thick growth of willows, young alder, berry vines, and other water loving plants mask many of the recent cracks and water seeps until a local area becomes oversaturated and a "slump" occurs. Two such slumps are very evident on the attached aerial view and localized exposures are seen in the polaroid snap shots.

The materials appear to be over saturated terrace deposits composed of SILTS, and SILTY CLAYS with weathered fragments of sandstone and wood particle inclusions. The only "rock" exposed in the vicinity is a outcropping of sandstone on the beach below the motel which is adjacent south of the proposed construction site. The sandstone dips about 15° in a westerly direction and may extend up under the terrace deposits.

This appraisal is based on surface exposures only since no exploratory activity has been initiated to obtain subsurface data on the tide flats or in the terrace deposits that make up the native materials in the project area.

All existing cut slopes in this vicinity are now unstable--any additional undercutting will most probably result in very extensive and expensive slide correction.

RECOMMENDATION: In view of the numerous evidences of failure in the existing slopes (even after a "dry" winter) and the complete lack of foundation data on the tidal flats, I recommend that no construction activity be considered until an adequate field investigation has been made to obtain the information required to insure the stability of the proposed structures.

Elliott Parker

Elliott Parker
Region Geologist

QUANTITY AND COST SUMMARY

PROJECT: Russell Point HIGHWAY: Oregon Coast Plann II

COUNTY: Coos PREFIX:

ITEM NO.	ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNI PRI
	Temporary Protection and Direction of Traffic	Lump Sum				
	Clearing	Lump Sum				
	Embankment	Cu. Yd.	10,000	1,000	11,000	
	Drainage	Lump Sum				
	Rock	Ton	1,200	100	1,300	
	Asphaltic Concrete Mixture	Ton	520	50	570	1
	Guard Rail	Lin. Ft.	600	100	700	
	Retaining Wall					
	Structure 20X220	Sq. Ft.				2
	Purchase of Motel					
						Subt
	Engineering & Contingencies					
						T

AND COST SUMMARY

Plann II

	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
	Lump Sum					3,000
	Lump Sum					4,000
	Cu. Yd.	10,000	1,000	11,000	2.00	22,000
	Lump Sum					3,000
	Ton	1,200	100	1,300	5.00	6,500
	Ton	520	50	570	12.00	6,840
	Lin. Ft.	600	100	700	4.50	3,150
						24,300
	Sq. Ft.				25.00	100,000
						125,000
					Subtotal	297,790
						59,558
					TOTAL	357,348

QUANTITY AND COST SUMMARY

Plann II

PROJECT: Russell Point HIGHWAY: Oregon Coast

COUNTY: Coos PREFIX:

ITEM NO.	ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNI PRIC
	Temporary Protection and Direction of Traffic	Lump Sum				
	Clearing	Lump Sum				
	Embankment	Cu. Yd.	10,000	1,000	11,000	
	Drainage	Lump Sum				
	Rock	Ton	1,200	100	1,300	
	Asphaltic Concrete Mixture	Ton	520	50	570	1
	Guard Rail	Lin. Ft.	600	100	700	
	Retaining Wall					
	Structure 20X220	Sq. Ft.				2
	Purchase of Motel					
						Subt
	Engineering & Contingencies					T

AND COST SUMMARY

Plann II

	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
	Lump Sum					3,000
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	Lin. Ft.	600	100	700	4.50	3,150
						24,300
	Sq. Ft.				25.00	100,000
						125,000
					Subtotal	297,790
						59,558
					TOTAL	357,348

7910

REGION 3 P.O. BOX 1128 ROSEBURG, OREGON 97470 672-6541, EXT. 241

Mrs. John Flaxel
98 E. Bay Drive
North Bend, Ore. 97459

December 1, 1972

Dear Mrs. Flaxel:

An investigation of the traffic problems at East Bay Drive and Highway 101 has been completed and submitted to our Traffic Division in Salem. There is no easy solution to the traffic problems at this location. This intersection is under intensive study and we hope to come up with a solution satisfactory to you as well as the rest of the highway users.

I must apologize to you and the other 325 individuals who took the time to prepare and submit the petition. We appreciate and understand your concern and hope that a reasonable solution can be found to these traffic problems at this intersection.

Very truly yours,

ORIGINAL SIGNED BY
J. H. VERSTEEG
J. H. VERSTEEG
Region Engineer

JHV/cw

cc R. A. Sandmann

bc F. B. Klaboe
R. L. Schroeder
L. E. George

RECEIVED
JUN 27 1972
FOR FILING
7910

June 26, 1972

Ms. Bonnie Stone, Secretary
Coos Pomona #30
Broadbent, OR 97414

Dear Ms. Stone:

Several weeks ago we received a resolution from the North Bayside Grange #691 requesting an engineering investigation of traffic conditions at the intersection of US101 and East Bay Drive.

An analysis of traffic data indicates that there are marginal warrants for the installation of a traffic signal at this location. Since funds for traffic signal projects are in short supply, this intersection must be considered along with other critical locations throughout the state. For this reason, it will be necessary to defer action on any improvement at this intersection.

I am sorry that we cannot be more encouraging about this matter.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

LEG:vjc 1a

bc George M. Baldwin
Tom Edwards
R. L. Schroeder
L. E. George
J. H. Versteeg

FORM E-90-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

Date: June 21, 1972

SUBJECT:

To:
J. H. Versteeg
Region Engineer

From:
L. E. George
Traffic Engineer

Subject: Signal Installation
East Bay Drive & US101

This office is in substantial agreement with the results of Glen Clark's traffic investigation June 8, involving US101 and East Bay Drive just north of the McCullough Bridge.

I have discussed this matter with Mr. Schroeder and it is suggested that we defer further action on this intersection until funds are available for an appropriate traffic signal. We will reply to the Master of the North Bayside Grange #69.

Attachment
LEG:vjc

cc: R. L. Schroeder

Edwards
REFERRED TO. 5-9
Admin
BY SECRETARY

RESOLUTION
Traffic Hazards at the McCullough Bridge

WHEREAS there is a definite problem in the flow of traffic, with a resulting traffic hazard at the intersections of the side roads with Highway 101 at both ends of McCullough Bridge; and

WHEREAS this problem and hazard is steadily increasing due to the shift in population, increased use of Highway 101 by chip trucks, school busses and tourists; and

WHEREAS as this problem will become more acute due to the increased tourist traffic that will be created by the recent enactment of the National Dunes Recreation area; and

WHEREAS there is only a caution light on Highway 101 with a red stop light on East Bay Drive at the north end of the bridge and only stop signs on the side roads at the south end of the bridge; and

WHEREAS there have been numerous serious accidents a t the intersection at the north end of the bridge; and

WHEREAS the North Bay Fire District houses its fire fighting equipment in Glasgow on East Bay Drive; and

WHEREAS this equipment must travel west via East Bay Drive and enter Highway 101 at the intersection at the north end of McCullough Bridge in order to reach a large portion of the fire district; and

WHEREAS any delay in fire fighting equipments arrival at the scene of a fire may prove disastrous and result in increased fire damage to the property involved.

THEREFORE BE IT RESOLVED:

— By North Bayside Grange #691 meeting in regular session April 1, 1972 that we request the Oregon State Highway Commission to instruct their Engineering Department to make an immediate and thorough study of this serious situation and make recommendations regarding its solution; and

BE IT FURTHER RESOLVED:
That a copy of this resolution be sent to the Coos Pomona Grange #30 for its consideration at the April 15th. meeting to be held at Greenacres Grange hall.

George X. Bennetsen ---Master

(seal)

NOTED
L.E. GEORGE

Marie Manson ---Sec.
7473 Thildwood Dr.
North Bend, Ore. 97459

FBK
Pls handle

by Coos Pomona #30
Resolutions Committee
Ethel Parker
John Reiher
Emmett Hammack

RECEIVED
MAY 12 1972
TRAFFIC ENGINEERING

RECEIVED
MAY 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7911 Garden Valley Rd. at BLM Access (Roseburg), FAS 800 (Traffic signals) 1973

2-24-75

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and Highway	Acceptance Date
Steeck Electric No. 7912	4th Street at Bartlett St., Medford, Jackson County	January 22, 1975
Gary Baker Contractor No. 7955	Campbell Bridge-Beaverton Farmington, Washington County	January 22, 1975
Copeland Paving, Inc. No. 7917	4th St.-5th St., Bridge St. Grants Pass, Josephine County	January 22, 1975
Klamath Paving Co. No. 8062	Campus Drive OTI (Klamath Falls) Bikeway, Klamath County	January 23, 1975
Stan Schnell No. 8061	Willow Creek Bridges, County Roads 723 & 729, Gilliam County	January 23, 1975
McCain and McCain No. 8045	Oswald West State Park Clatsop & Tillamook Counties	January 27, 1975
Hamilton Construction Company No. 8027	New Idaho School Loop, FAS 19-106 & 19-107, Lake County	January 27, 1975
Steeck Electric No. 7911	Garden Valley Road at BLM Access (Roseburg) FAS 800 Douglas County	January 28, 1975
Central Oregon Pavers, Inc. No. 8017	Ochoco Creek (Prineville) Bikeway, Crook County	January 30, 1975
Kelly F. White Company No. 7988	N.E. 122nd Ave.-Sandy River & S.W. Spring Garden St.-S. Tigard Interchange, Multnomah and Washington Counties	February 13, 1975

Hughes & Ladd- Hughes & Ladd, Inc. No. 7563	East Unit, Pendleton-Emigrant Hill, Old Oregon Trail Umatilla County	February 19, 1975
Aichele Landscaping, Inc. No. 7929	Mary S. Young State Park Oswego Highway, Clackamas County	February 19, 1975
Ross Bros. Construction, Inc. No. 7966	Woahink Lake (Canary Road) FAS 226, Lane County	February 19, 1975
Neil Van Zyle Inc. No. 7992	Milo McIver State Park Clackamas County	February 19, 1975
Hamilton Construction Company No. 8004	Tualatin River (Golf Course Road) Bridge, FAS 631 Washington County	February 19, 1975
Aichele Landscaping, Inc. No. 7829	Gladstone Interchange-West Linn Interchange, East Portland Freeway, Clackamas County	February 19, 1975
W. H. Gregory No. 7942	Modoc Point (Units C & D) The Dalles-California Klamath County	February 20, 1975

February 24, 1975

Administrator and State Highway Engineer

7911

February 10, 1975

Industrial Indemnity
P. O. Box 3623
San Francisco, California 94120

Attention: Bond Department

Gentlemen:

On January 31, 1975, we wrote to you concerning release of final payment on Contract No. 7911 awarded to Steeck Electric Company for traffic signals on the Garden Valley Road at the BLM Access in Roseburg, Douglas County.

Final payment on this contract is $1,448.46 and the total contract amount is $29,505.27 including $536.10 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhn

cc Steeck Electric Company
P. O. Box 1243
Medford, OR 97501

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

7916

CON-5-7911

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 28, 1975

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM Tom Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7911, Work Completed February 8, 1974

Project Garden Valley Rd. at BLM Access (Roseburg)

Highway FAS 800, County Douglas

Type of Work Traffic Signal Installation

Contractor Steeck Electric

Recommended Acceptance Date January 28, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:wm

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
V. Gallagher

APPROVED
F. B. Klaboe 1/31
STATE HIGHWAY ENGINEER
DATE 1/30/75

letter written

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7911

9

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Garden Valley Road at BLM Access		WEEK ENDING: May 4, 1974
		SECTION PREFIX: 7913
HIGHWAY: FAS 800		COUNTY: Douglas
NAME OF JOB: Garden;Valley Road at BLM Access	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Steeck Electric Company	CONTRACT NUMBER: 7911	FEDERAL AID PROJECT NUMBER: County
DATE OF CONTRACT: August 13, 1973	DATE WORK STARTED: October 29, 1973	ESTIMATED COMPLETION DATE: May 15, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED: 170
PROJECT AUTHORIZATION: $ 33,491.25	SPECIFIED COMPLETION DATE: February 19, 1974	PERCENT OF TIME ELAPSED: 94%
EXCLUSIVE OF ENGINEERING: $ 30,566.25	ENGINEERING AUTHORIZATION: $ 2,925.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 94.4%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 30,375.23	ENGINEERING COST TO DATE: $ 2,220.59	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93.8 %
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 0.62 %	PERCENT OF AUTHORIZATION 76 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Traffic Signal							
PERCENT	94%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Sunny	0		
TUESDAY	Partly Foggy	0		
WEDNESDAY	Fair	0		
THURSDAY	Clear	0		
FRIDAY	Clear	0		
SATURDAY	Clear	0		

RECEIVED MAY 6 1974

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor has performed all work with the exception of correcting the illuminated signs.

This will be the concluding weekly report.

SIGNED W E. Skola LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

7911

August 24, 1973

Stanek Electric Company
P. O. Box 1243
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by Douglas County:

> Contract No. 7911 for traffic signals on the Garden Valley Road at Hill Avenue in the City of Roseburg on FAS Route 800 in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

kb
Enclosure

cc Industrial Indemnity Company
P. O. Box 3623
San Francisco, California 94120

Attention: Bond Department

bc C. T. Kessey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
William Ikola
Gary K. Zehner

7913

to Doug Co = Files

GEORGE E. GRUBB
COUNTY ENGINEER

7911

672-3311
EXT. 25

DOUGLAS COUNTY ROAD DEPARTMENT
Room 219, Court House
ROSEBURG, OREGON
97470

August 16, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Gary E. Zehner
Cities Engineer

Gentlemen:

Enclosed you will find three copies of Contract on traffic signal installation on Garden Valley Road, FAS 800.

We are returning these to you, fully executed, pursuant to your letter of August 10, 1973.

Contract has been fully processed.

Very truly,

GEORGE E. GRUBB
County Engineer

Enc.

RECEIVED
COUNTY & CITY SECTION
AUG 17 1973

cc: C. W. Head
L. E. George
C. T. Keasey
V. E. Skoog
L. H. Young (w/attach.)
A. Shirley, Jr.

NOTED
C. W. HEAD

Fran

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE H. BALDWIN
Administrator of Highways

August 10, 1973

Mr. George Grubb
Douglas County Engineer
Courthouse
Roseburg, Oregon 97470

RE: Traffic Signal Installation
Garden Valley Road, FAS 800
Contract Documents

Dear Mr. Grubb:

There has been some confusion as to who is to award the contract for the subject project. The Board of County Commissioners of Douglas County has, by order, awarded the contract to Steeck Electric on July 18, 1973; therefore, we have prepared the contract for award by the County.

Enclosed are five (5) blank copies of the contract for the subject project. Insert the date of award on page one of the contract and forward all five copies to the contractor for his and the surety's execution. The contractor should retain one copy and return four copies to the County for signatures. When all signatures are affixed, the County should retain one copy and return three copies to this office for distribution to the contractor and surety. The third copy is for our files.

Your earliest consideration of this matter would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By Gary E Zehner

Gary E. Zehner
Cities Engineer

NOTED
C. W. HEAD

GEZ:lat
Encl.

bc: C. W. Head
L. E. George
C. T. Keasey
V. E. Skoog
L. H. Young
A. Shirley, Jr.

Kathe -
for your info -
Fran

OREGON STATE HIGHWAY DIVISION

Routing

Keasey — Peaso
Bond — Glenn
Jackmond — Berg
Hardt
Johnsen
Walker

RECEIVED
JUL 26 1973
CONSTRUCTION SECTION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

Mr. George Grubb
Douglas County Engineer
Douglas County Courthouse
Roseburg, Oregon 97470

July 26, 1973

RE: Traffic Signal Installation
Garden Valley Road, FAS 800

Dear Mr. Grubb:

We have recently received a copy of a letter addressed to you from John W. Sheldrake dated June 11, 1973. This letter outlines the County's desires as to award of the contract for the subject project.

Prior to receipt of the above, this office had requested that contract documents be prepared for award of the contract by the County. This action has been cancelled.

The Transportation Commission will award the contract and the Highway Division will provide the field engineering and make all payments to the contractor.

We regret the confusion in this matter and if you have any questions, please contact this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary E. Zehner

Gary E. Zehner
Cities Engineer

GEZ:lat
bc: L. E. George
C. T. Keasey
V. E. Skoog
L. H. Young (Attn: V. Gallagher)
A. Shirley, Jr.

7913 Yellow

July 5, 1973

Steeck Electric Company
P. O. Box 1243
Medford, Oregon 97501

Gentlemen

The State Highway Commission took action July 2 on the following projects in which you were the low bidder on June 28

Traffic signal installation on US 101 at East Bay Drive in Coos County. The Commission awarded this project to you in the amount of $11,000. Contract forms will follow.

TRA 7-6 Dlw.

Traffic signals at Garden Valley Road at BLM Access (Roseburg). The Commission referred all bids to Douglas County for processing.

✓ TRA 7-6 Dlw.

Traffic signals on 4th Street at Bartlett Street in Medford. The Commission accepted your bid in the amount of $14,650 and referred it to the Administrator of Highways to award the contract as soon as approval is received from the Federal Highway Administration and the City of Medford, and $5,200 is deposited by the City. When these conditions have been fulfilled, we will let you know.

TRA 13 Medford

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

bc C. T. Keasey
Walt Hart
L. H. Young
Attn Vince Gallagher
Alfred Shirley
Eugene A h
Douglas County Engineer
Keith Martin

7913

FORM S-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE March 15, 1973

TO J. H. Versteeg
Region III Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Request for Signal Design
Douglas County Road Department

RECEIVED
MAR 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Glen Clark's letter of March 9 suggested that the Highway Division perform some design and specification work to assist the Douglas County Road Department in the installation of a traffic signal in the vicinity of the Garden Valley Shopping Center. We are agreeable to performing this function for the County, as we have done so in similar cases in the past. Because of the extremely heavy work load experienced by our Signal Unit, it will be the latter part of April before we complete the work. It is anticipated that it would be possible to place this project on the June 21 bid opening.

It is suggested that the State call for bids on this project and that the bids be tabulated and forwarded to Douglas County for their final action and award of the contract. This procedure follows our past practices with this type of project. It is further suggested that the State provide the Resident Engineering expertise in order that the County may have an installation that would be as maintenance free as possible. It is understood that the County is willing to pay all design and engineering costs.

The Traffic Section's design cost, the cost for preparation of the project for bid opening, is estimated at $300. However, the County would be billed on an actual cost basis. It is necessary that the Region estimate the cost of the Resident Engineer in order that a total overall cost might be presented to the County. I would suggest that the County not be billed until the project has been completed, at which time all of the costs could be assembled on one Outside Billing.

It is not necessary that the County-City Section prepare an agreement on this matter. In the past, a letter from Douglas County indicating that they accept all costs on the basis of the estimate, which you will provide them, is all that is required.

LEG:pb

cc: E. S. Hunter
V. E. Skoog
H. S. Cox

NOTED
E. S. HUNTER

7912 4th Street at Bartlett Street (Medford) Sec. in Medford (Traffic signals) 1973

CVA 4-699 - 5/2/73

T

OREGON STATE HIGHWAY DIVISION

FORM A-150 (REV. 1-73)

HIGHWAY DIVISION INVOICE

NO. 118839

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2/9/76	cc 1548		15-0606-299

CODE: MEDFØRD

- City of Medford
- AttN: Mr. Duane L. Scroggins
- City Hall
- Medford, Oregon 97501

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: TOPICS Project EHS-T-5019(4) 4th Street at Bartlett Street City of Medford			
Covered by agreement dated 5/1/73 Contract No. 7912			
CLR-DT-FILE 501904 Advance Deposit $ 5,200.00			
City's share per attached statement		7,086.06	
Advance Deposit		5,200.00	
BALANCE DUE FROM CITY			$1,886.06
(attach itemized statement to Invoice)			

RECEIVED
COUNTY & CITY SECTION
FEB 10 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67806-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Medford
City Hall
Medford, OR 97501
Attention of
Mr. Duane L. Scroggins
Public Works Director

Request No. (assigned by staff engineer or head of section) CC 1548

Date January 23, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project EHS-T-5019(4)
4th Street at Bartlett Street
City of Medford

Covered by agreement dated 5/1/73
Contract No. 7912

Itemized Statement: CLR-DT FILE 501904

Advance Deposit $5,200

Quantity	Unit	Description	Unit Price	Amount
		City's share per attached statement	$7,086.06	
		Advance Deposit	5,200.00	
		BALANCE DUE FROM CITY		$1,886.06
		(attach itemized statement to invoice)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 5,200

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
15-0606-299

Submitted by:
Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved:

Approved: ☐ ENGR. ☐ ASST. ☑ OE ☑ AE ■ UE ☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: January 23, 1976

CITY Medford Contract No. 7912 Date Completed 4/18/74

PROJECT # EHS-T-5019(4) Section 4th Street at Bartlett Street

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 8,162.51
Payments to Contractor		12,775.25
Construction Engineering		3,767.59
Interest paid to Contractor		1.68
TOTAL PROJECT COST		$24,707.03
Federal Aid Funds collected		13,706.99
BALANCE		$11,000.04
Items in which FHWA did not participate:		
Preliminary Engineering	$ 497.35	
Payments to Contractor	390.00	
Construction Engineering	2,283.06	
Interest paid to Contractor	1.68	$3,172.09
Amount to be shared by State & City		$7,827.95

City's share per agreement dated 5/1/73:	
50% of $7,827.95	$3,913.97
100% of Non-participating items	3,172.09
	$7,086.06
City's advance deposit 7/9/73	5,200.00
BALANCE DUE FROM CITY	$1,886.06

Reference: Billing Form cc 1548

(MEMORANDUM) Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D. VOUCHER NO.

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

EHS-T-5019(4)

VOUCHER PERIOD: FROM 9-24-72 TO 9-9-75

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$24,707.03	$21,534.94	63.655	$13,706.89	$13,706.99	$0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V. E. Stacy
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	City Wide Traffic Signals (Medford) Section					
	Jackson County					
	Preliminary Engineering					
	Type Code PE					
	Preliminary Engineering	All Required			$ 7,665.16	7,665.16
	Total Preliminary Engineering Cost				7,665.16	
	Construction					
	Type Code Y03]					
	Traffic Signals (City sts, Medford)(Constr. 7913)	Lump Sum			14,845.25	14,845.25
	Final Contract Payment Summary				14,845.25	
	Total Construction Cost					
	Construction Engineering	All Required			1,484.53	1,484.53
	#State					
	Liquidated Damages	Lump Sum			(2,460.00)	2,460.00
	Final Contract Payment Summary				21,534.94	21,534.94
	Total Participating Cost					
	Nonparticipating Items	Lump Sum			390.00	390.00
	Final Contract Payment Summary	All Required			1.68	1.68
	Interest paid to contractor	All Required			497.35	497.35
	Preliminary Engineering	All Required			2,283.06	2,283.06
	Construction Engineering				3,172.09	3,172.09
	Total Nonparticipating Cost				$24,707.03	
	Total Cost					24,707.03

AMOUNT CARRIED FORWARD..

FORM PR-20A (8-71)

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973-521-266/5023 3-1

501904

BARTLETT STUMPDROP	CONT NO 7912	FA PROJ NOS T			100						ST
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	015	0606	203	00	P	1				2 470 00CR	
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	015	0606	298	00	N	9	1 345 41CR	1 345 41CR		13 706 99	
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	015	0606	950	00	P	1				133 51	
	015	0606	950	00	N	1				1 [illegible]R	
			TOL	00							
			TOT	P1				2 147 25CR		21 534 [illegible]	
			TOL	N1				2 155 50		3 172 [illegible]	
			** JOB TOTALS **				**	8 25	**	34 707 03	**

[illegible]E-CRATER LAKE HWY	CONT NO 8096	FA PROJ NOS T			519005 100						ST
	015	0607	201	00	P	1		40 185 63		136 021 21	
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	015	0607	278	02	P	1		211 87		909 [illegible]	
	015	0607	296	00	N	9	18 000 00CR	65 336 97CR		152 [illegible] [illegible]R	
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	015	0607	900	00	N	1		15 92		540 [illegible]	
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	015	0607	908	01	P	1		285 26		285 26	
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	015	0607	912	00	P	1				16[illegible] 5[illegible]	
	015	0607	912	00	N	1		1 44		1 44	

FINALED FA PROJECTS

FAP No.	Contr. No.	Prefix	Description	FA Funds	Date
FC-176(20)	—	24-1087	Liberty & Commercial Sts. (Salem) RR Xings	$ 17,746.71	1-21-76
I-5-9(75)	7547	617-1074	6th St. @ Morgan Lane (Grants Pass)	22,462.06	"
I-5-5(54)	7692	624-1083	Market St. Interch.	21,353.72	"
I-ENGY-(1)	—	—	Modification of Speed Limit Signs (I)	10,819.63	"
RF-ENGY-(1)	—	—	" " " " " (RF)	4,925.10	"
RS-ENGY-(1)	—	—	" " " " " (RS)	1,004.91	"
T-5010(8)	7949	20-0609	Franklin Blvd. @ 11th Ave (Eugene)	33,552.29	"
T-5012(1)	7917	17-0601 17-0603	4th St. - 5th St. (Grants Pass)	35,430.83	"
T-5018(2)	7705	36-0603	2nd St. - 3rd St. (McMinnville)	20,463.48	"
T-5019(4)	7912	15-0606	City Wide Traf. Signals (Medford)	13,706.99	"
T-5026(1)	—	10-0601	City of Roseburg (Urban Area)	3,219.08	"

T

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section 4th St. Bartlett St. (Medford) Date Nov. 3, 1975, 19

Highway city St. Authorization No. 2

County Jackson Survey Prefix 15-0606
(Assigned by Salem office)

Description of termini, route, length, etc.:

Purpose of survey: Prepare Plans, Estimates & Specifications for city wide traffic signal Installation.

Estimate of cost:

XXXX Plans	905	350
Traffic	911	7,100
Specifications	921	250
Seminars	950	150

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 7,850
Previous authorization	2,000
Additional authorization requested	5,850
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P.L. Carstensen
Costs & Records Engr. — Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

W. H. Rebecan for Location Engineer

Approved:

Assistant State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
NOV 5 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)
G K Hossner

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Jackson	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
9-8-75	R. Schimelfenyg, Hwy Engr Trainee		EHS-T-5019(4)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
4-18-74		182 %	
APPROVED EXTENSIONS	**LOCATION**		
None			

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
SEP 09 1975
Washington

4TH STREET-BARTLETT STREET (MEDFORD)
Traffic Signals

Final inspection was made June 5, 1974 by T. P. Lowe, Area Engineer, and A. Maserda, Highway Engineer Trainee, in company with Keith L. Martin, Resident Engineer, OSHD. A time extension and material certification (photo electric cells and signal poles) were pending at that time but were resolved at a later date.

NOTED
H.S. COULTER
9-10-75

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE		SIGNATURE Original signed by G. K. Hossner Dist. Engineer	
TITLE T. P. Lowe Area Engineer	DATE 9-9-75	TITLE G. K. Hossner District Engineer	DATE SEP 10 1975

FORM FHWA-1446 B (12-73) FORMELY PR-33E Previous editions of PR-33E Will Not Be Used.

STATE COPY

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel*

1 | 2–4 | 5–8 | 9–12 | 13–15 | 16–18 | 19–22 | 23–24 | 25–27 | 28–30 | 31–33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN / RURAL
Oregon	Jackson	EHS-T-5019(4)	URBAN X / RURAL

CARD A	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
		CONSTRUCTION TYPE CODES		Y031		12-19-73
	20	FINAL CONSTRUCTION COST	DOL.	13,295		DATE COMPLETED 4-18-74
	21	LENGTH OF PROJECT	MILES	- -		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS 443		GROSS EARNINGS 3,419

CARD	ITEM	DESCRIPTION	UNIT		
B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	12,247	
B	9	PETROLEUM PRODUCTS	GAL.		
B	1	CEMENT	BBL.		
C	2	AGGREGATES PURCHASED	TON.		
C	92	AGGREGATES PURCHASED	CU. YD.		
C	3	BITUMINOUS MATERIAL	GAL.		
C	4	LUMBER	THSD BD. FT.		
D	5	TIMBER PILING	LIN. FT.		
D	7	REINFORCING STEEL	LB.	500	
D	8	STRUCTURAL STEEL	LB.	5,650	
D	10	EXPLOSIVES	LB.		
E	11	READY-MIXED CONCRETE	CU. YD.	10	
E	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	3	
E	15	AGGREGATES PRODUCED	TON		
E	95	AGGREGATES PRODUCED	CU. YD.		
F	16	MISCELLANEOUS STEEL	LB.		
F	17	FENCING	LIN. FT.		
F	18	GUARDRAIL	LIN. FT.		
F	19	BRIDGE RAIL	LIN. FT.		
G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
G	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48–52 | 53–61 | 62–70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
H	6	CORRUGATED STEEL CULVERT	
J	13	CONCRETE PIPE	
K	14	CLAY PIPE AND DRAIN TILE	
L	25	CORR. ALUMINUM CULVERT	
M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 10-72)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 937-978

7912

45

August 27, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-T-5019(4)

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7912, Work Completed April 18, 1974

Project 4th Street at Bartlett Street (Medford)

Highway City Streets

County Jackson

Acceptance: Transportation Commission January 22, 1975

Federal Highway Administration June 5, 1974

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

DL:bz

cc: Richard Hacek
R. D. Church

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and Highway	Acceptance Date
Steeck Electric No. 7912	4th Street at Bartlett St., Medford, Jackson County	January 22, 1975
Gary Baker Contractor No. 7955	Campbell Bridge-Beaverton Farmington, Washington County	January 22, 1975
Copeland Paving, Inc. No. 7917	4th St.-5th St., Bridge St. Grants Pass, Josephine County	January 22, 1975
Klamath Paving Co. No. 8062	Campus Drive OTI (Klamath Falls) Bikeway, Klamath County	January 23, 1975
Stan Schnell No. 8061	Willow Creek Bridges, County Roads 723 & 729, Gilliam County	January 23, 1975
McCain and McCain No. 8045	Oswald West State Park Clatsop & Tillamook Counties	January 27, 1975
Hamilton Construction Company No. 8027	New Idaho School Loop, FAS 19-106 & 19-107, Lake County	January 27, 1975
Steeck Electric No. 7911	Garden Valley Road at BLM Access (Roseburg) FAS 800 Douglas County	January 28, 1975
Central Oregon Pavers, Inc. No. 8017	Ochoco Creek (Prineville) Bikeway, Crook County	January 30, 1975
Kelly F. White Company No. 7988	N.E. 122nd Ave.-Sandy River & S.W. Spring Garden St.-S. Tigard Interchange, Multnomah and Washington Counties	February 13, 1975

Hughes & Ladd- Hughes & Ladd, Inc. No. 7563	East Unit, Pendleton-Emigrant Hill, Old Oregon Trail Umatilla County	February 19, 1975
Aichele Landscaping, Inc. No. 7929	Mary S. Young State Park Oswego Highway, Clackamas County	February 19, 1975
Ross Bros. Construction, Inc. No. 7966	Woahink Lake (Canary Road) FAS 226, Lane County	February 19, 1975
Neil Van Zyle Inc. No. 7992	Milo McIver State Park Clackamas County	February 19, 1975
Hamilton Construction Company No. 8004	Tualatin River (Golf Course Road) Bridge, FAS 631 Washington County	February 19, 1975
Aichele Landscaping, Inc. No. 7829	Gladstone Interchange-West Linn Interchange, East Portland Freeway, Clackamas County	February 19, 1975
W. H. Gregory No. 7942	Modoc Point (Units C & D) The Dalles-California Klamath County	February 20, 1975

February 24, 1975

Administrator and State Highway Engineer

7912

February 10, 1975

Industrial Indemnity Company
720 Southwest Washington
Portland, OR 97205

Gentlemen:

On January 24, 1975, we wrote to you concerning release of final payment on Contract No. 7912 awarded to Steeck Electric Co., for traffic signal installation on 4th Street at Bartlett Street in Medford, Jackson County.

Final payment on this contract is $629 and the total contract amount is $12,775.25 including $195.25 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

cc Steeck Electric Co.
P. O. Box 1243
Medford, OR 97501

Industrial Indemnity
Bond Department
P. O. Box 3623
San Francisco, California 94120

7912

CON-5-7912

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 21, 1975

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM Bruce Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7912, Work Completed April 18, 1974

Project 4th Street at Bartlett Street (Medford)

Highway City Streets, County Jackson

Type of Work Traffic Signal Installation

Contractor Steeck Electric

Recommended Acceptance Date January 22, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:wm

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
V. Gallagher

APPROVED
F B Klaboe
STATE HIGHWAY ENGINEER
DATE: 1-22-75

1/24 letter written

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7912

December 27, 1974

Steeck Electric Company
P.O. Box 1243
Medford, OR 97501

Gentlemen:

We have reviewed your second request for an extension of time on Contract No. 7912 for work on 4th Street at Bartlett Street (Medford) in Jackson County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an additional extension of 41 days is granted because of late pole delivery related to steel shortages and transportation delays and late work on E.W.O. 2. This now makes a total of 54 days' extension on this contract and will leave 69 days liquidated damages in effect.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
V. L. Gallagher
Alfred Shirley, Jr.

JAB:fr dpy

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: DOT

Title of Record Series: Construction Contracts

Arrangement of Records: Contract Number

Index:

INDEXING: Begins with _____ Ends with: _____

FLASH CARDS: Beginning

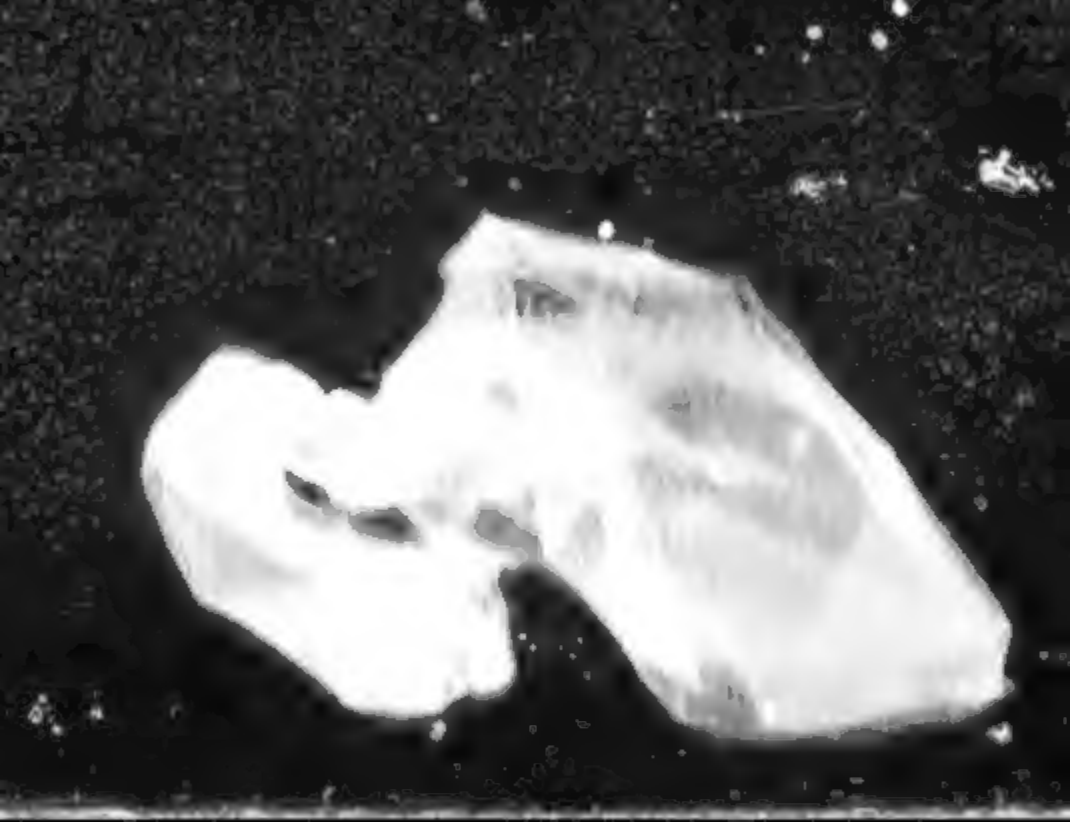
Remarks:

Reel No. 164 Reduction Ration 21X Project No. ___

Camera: Name Bell/Howell Model File Master Film 16 MAHU

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 22 day of Feb 19 84 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Timothy M. Bobitheriner